MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 229

CONTRACT NUMBER: 9387

1981 SE Powell Blvd. @ SE 174th 9388
Ave. Sec. of the Mt. Hood Hwy.
(Traffic signal installation)

Cda 7430 10/2/81

9388

8-4-82 file

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Todd Building Co. No. 9198	Justice Center, Phase 2 Multnomah County	July 12,1982
Mill Plain Elect., Inc. No. 9388	SE Powell Blvd. @ SE 174th Ave. Multnomah County	July 20, 1982
W. R. Grasle Co. No. 9366	Mt. Hood Hwy. @ Towle Ave. (Gresham) Multnomah County	July 20, 1982
Roy L. Houck Construction Co. No. 9290	"S" Curve (Woodburn) Marion County	July 20, 1982
Mill Plain Electric,Inc. No. 9387	NE Columbia Blvd. @ NE 47th Ave. Multnomah County	July 30, 1982
Roy L. Houck Const. No. 9260	Clackamas/Boring Hwy. @ SE Foster Rd. (Damascus) Clackamas County	July 30, 1982
Elting, Inc. No. 9086	NE Hancock St.-SE Yamhill St. Multnomah County	July 30, 1982
Gresham Paving, Inc. No. 9250	SE 257th Dr.-SE Division Dr. Multnomah County	August 3, 1982
Hansen Electric Co., Inc. No. 9207	Beaverton/Tualatin Hwy. @ SW Hunziker St. (Tigard) Washington County	August 3, 1982
G.S.Hulsey Crushing,Inc. No. 9447	Port Orford Rock Production Curry County	August 3, 1982

August 4, 1982

W. E. Schwartz

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

9388

2

July 28, 1982

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 3
#9388

Gentlemen or Ladies:

On July 23, 1982, we wrote to you concerning release of final payment on Contract No. 9388 awarded to Mill Plain Electric, Inc. for traffic signals on the S.E. Powell Boulevard at S.E. 174th Avenue Section of Mt. Hood Highway in Multnomah County.

Final payment on this contract is $1,000 and the total contract amount is $63,629.37 including $4,162.53 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9388

FORM 734-0001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. Powell Blv. - S.E. 174th. Ave.

WEEK ENDING: 4/24/82

SECTION PREFIX: 126-8235

HIGHWAY: Mt. Hood

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Signals

CONTRACTOR: Mill Plain Electric Co.

CONTRACT NUMBER: 9388

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 10/30/81

DATE WORK STARTED: 1/12/82

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 77

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 86

PROJECT AUTHORIZATION: $ 119,539.34

EXCLUSIVE OF ENGINEERING: $ 110,060.45

ENGINEERING AUTHORIZATION: $ 9,478.89

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 107,829.31

ENGINEERING COST TO DATE: $ 6,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN / UNDERRUN: 2 %

PERCENT OF AUTHORIZATION: 63 %

DATE PROJECT WAS COMPLETED: 3/30/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Clear	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Fair	0		
SATURDAY		0		

CE K
CAE
FOE Doc
QCS
SCS
EEO

RECEIVED
APR 23 1982
CONSTRUCTION SECTION

OM
CA
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office working on Semi-Final.

SIGNED WEHoffman LOCATION Portland

W.E. Hoffman Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9388

2.

SUTTER HILL LIMITED

NOTED
JACK L. SOLLIS

RECEIVED
OCT 21 1981
LEGAL

October 15, 1981

Mr. Jack Sollis
Room 113
Transportation Building
Salem, Oregon 97310

Dear Mr. Sollis:

This letter will confirm our telephone discussion of today. The State is rightfully concerned about prompt payment of developers' obligations with regard to work being done on the developers' behalf by the State. Rather than have the State invoice our bank directly for this work, which is a cumbersome and expensive procedure for us to set up, Sutter Hill will instead make the following commitments and arrangements:

1. We will send you by October 30th a check for 10% of the total amount required, or $11,954.00.

2. With that check we will provide you with an irrevocable letter of credit payable to the Oregon State Highway Division for the remainder of the necessary amount, or $107,586.00.

3. The letter of credit will have an expiration date of May 1, 1982. We will extend it if you desire.

4. The State is not equipped to send detailed statements of work performed, and contractors' invoices. Instead you will simply send an invoice which will be based upon your own calculations within your Accounting group. A final accounting with contractors' invoices, will come at the end of the job.

5. Sutter Hill will pay these invoices immediately (same day).

6. Invoices may be sent to Sutter Hill by regular mail, they need not be registered.

3000 El Camino Real, Building two, P.O. Box 11787, Palo Alto, California 94306 Tel.: (415) 493-7100

7. The letter of credit will reflect that the State Highway Division may demand payment from the bank simply by written request, with a statement that an invoice has been mailed to Sutter Hill and no payment has been received.

I have attached a draft of the letter of credit reflecting these changes. In this draft, I specified a 10-day period, after which time the State may request payment from the bank. This gives some time for the mails both ways, but I reiterate that Sutter Hill intends to pay on a same-day basis.

Unless we hear from you, we will assume that the above procedures will be satisfactory.

Yours truly,

Robert C Sanner

Robert C. Sanner
Chief Financial Officer

RCS:et
Attachment

cc: D. E. McKie, Sutter Hill
Richard Hacek, Dept. of Transportation
L. E. George, Dept. of Transportation
Ms. Janis Peterson, Dept. of Transportation

9388

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
Phone: (503)378-6232

In Reply Refer to
File No.: CON

October 13, 1981

Sutter Hill Limited
P.O. Box 11787
Palo Alto, CA 94306

Attn: Robert C. Sanner
Chief Financial Officer

Re: Contract 9388
Prefix 126-8235

Upon consultation with our Chief Counsel, we would like to request several changes in your proposed letter of credit to serve in lieu of an advance deposit on our project at S.E. Powell Blvd. at S.E. 174th Ave. in Portland.

It is not Highway Division policy to draw on the letter of credit only upon default of payment by the party with which we have a construction-finance agreement. Therefore, the letter of credit must enable us to invoice the bank directly.

Also, recent changes in Oregon Statutes allow the Highway Fund to be used only for specific purposes and severely curtail our ability to pay out these funds for construction of a project for a private party (in effect, an interest-free loan) and later collect reimbursement. Therefore, all our letters of credit in lieu of advance deposits must contain a clause enabling us to draw ten percent of the principal amount at once, to cover initial cash outlays of the Highway fund.

We will not be able to furnish you with any report substantiating the work performed and/or payments made. We will be able to supply you with a computer print-out showing all charges to the project during the month by category of expense.

Attached is a sample letter of credit form that we have found to be satisfactory. Please submit one to us that follows this form as closely as possible. If this is not possible, we will expect your check for $119,540.00.

If you have any questions, please feel free to call me at the above number.

Vernon E. Skoog

by Janice Peterson
Janice Peterson
Contract Accounting Supervisor

JP:cw

Form 734-3122

cc: ✓Project Management
Chief Counsel

9388

L.

October 12, 1981

ACC

Mr. David E. McKie
Vice President
Sutter Hill Limited
Box 11787
Palo Alto, California 94036

Dear Mr. McKie:

On October 8, 1981 we received a satisfactory bid from Hill Plain Electric, Inc., 714 S.E. 136th Avenue, Vancouver, Washington 98684, for the traffic signal installation at the Meadowland Center on the Mt. Hood Highway (S.E. Powell Blvd.) at S.E. 174th Avenue.

We anticipate the estimated total cost of construction to be:

Contractor's Bid		$ 58,360
Anticipated Additional Items:		
Permanent Pavement Striping	$ 2,000	
State Furnished Materials	37,336	
Signal Controller Testing (Engr'ng)	2,425	
State Furnished Software	1,000	
System Turn On	1,000	
Widening by State Forces	3,200	$ 46,961
SUBTOTAL		$105,321
4 1/2% Contingencies		4,740
9% Engineering		9,479
ESTIMATED TOTAL COST & 100% COMPANY SHARE		$119,540

We will award the contract when we receive your advance deposit in the amount of $119,540. Make your check or irrevocable letter of credit payable to the Oregon State Highway Division and send to Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310, prior to October 30, 1981.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

Bcc w/AD #965: Jon Rose, Region H Federal Aid Engineer
Vern Skoog - Please return completed AD # 965 when advance deposit is received.

10-21-81
Jan says they will send 10% cash, the remainder by a letter of credit. KEH

check rec'd 10-30-81
letter of credit 10-30-81
SK KEH

9388

Section S.E. Powell Bl at S.E. 174th Ave Programmi stimate $ 164,000 Bi

Highway Mt. Hood 10-8-81 Project Length N/A

County Multnomah Completion Time 90 Cal. Days

Kind of Work Traffic Signals Est. Comp. Date

Prefix 126-8218 Letting Date ~~Oct 22, 81~~ Oct. 5, 81 Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 100,496.00

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	2,000
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished Materials	37,336
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	2,425
"OPTICOM" Testing (Engineering)	
Bikeway Signs	
~~Adjust Utilities:~~	
State Furnished Software	1000
Turn On	1,000
Widening by State Forces	3,200
. . . .	
. . . .	

$ 46961 ~~43,761.00~~

Subtotal $ 147,457.00 ~~144,257.00~~

Contingencies (4-1/2%) . . . . 6,635.57 ~~6,491.57~~

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . 13,271.13 ~~12,993.13~~

Subtotal 167,363.70 ~~163,731.70~~

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ ~~163,731.70~~ 167,363.70

Rec'd 8-26-81

E

APPROVED

cc: Jon Rose

Road Design Engineer

Rev. 3/81

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 8/6/81

ection S.E. Powell Blvd. at SE 174th Ave.
County Mult.
ind Of Work Traffic Signal
Length N/A
Name Bergstedt

COST ANALYSIS UNIT. 8-12-81
THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING Oct 22, 1981

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Temporary Protection and Direction of Traffic		All	All		1,100^{00}
	Temporary Signs		Sq. Ft.	216	6^{00}	1,296^{00}
	Temporary Barricades		Each	4	100^{00}	400^{0}
	Flagman		Hour	40	20^{00} ~~24^{00}~~	800^{0}
	~~Sidewalk Ramps~~		~~Each~~	~~2~~	~~400^{00}~~	
	Traffic Signal Installation, Complete		All	All	–	96,900
	Total					[illegible]

9388

October 2, 1981

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor

Multnomah County Engineer
2115 SE Morrison
Portland, OR 97214

David E. McKie
Vice President
Sutter Hill Limited
PO Box 11787
Palo Alto, CA 94306

MISC. CONTRACTS and
AGREEMENTS No. 7430

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals and roadway improvements to accommodate the Meadland Center on the Mt. Hood Highway at 174th Avenue. The agreement is between the Highway Division, City of Portland, Multnomah County and Sutter Hill Limited.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm
Att.
(City of Portland received two copies of agreement)

bc Don Harwell (conf. agree. att.)

9388

L

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

9-14-81

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
31758	Struck, James M. et al	$ -0-
50901	Muldoon, William et al	79,000.00
51298	Gender, William D. & Margaret O. et al	3,600.00
51303	Eshelman, C. Alvin & Virginia G.	4,945.00
51353	State of Oregon, acting through the Economic Development Commission	9,700.00
51384	For-Mor Enterprises	14,500.00
51426	Swanson, Dena Kronberg et al	22,500.00
51482	Hellberg, LuElla H.	64,750.00
51611	Wood, Albert E. L. & Alice M.	250.00
52338	Josephine County School District	-0-
	10 Transactions	$ 199,245.00

(2) Agreement with Department of Human Resources, Children's Services Division, for the employment of students from CSD work/study camps at MacLaren School in Honeyman, Tillamook and Hilgard Junction State Parks, and program at Grover Cottage on MacLaren School Campus. Parks shall pay hourly rates of $1.85 per hour for the period August 1, 1981, to June 30, 1982, and $2 per hour beginning July 1, 1982. Payment shall be made directly to CSD and shall be the sole monetary obligation of Parks. (Parks Division)

(3) Agreement with Multnomah County, the City of Portland and Sutter Hill Limited for the installation of traffic signals and roadway improvements to accommodate the Meadland Center on the Mt. Hood Highway at 174th Avenue. The State will design and install the signals; the County will review and approve the plans; the City will maintain and pay power costs and the Company will pay all costs of the project. (Local Government)

Dave Wilhite has $12,000 check for P.E. 3-27-81
Rcd Actg 4-16-81

(4) Agreement with Washington County, the City of Tualatin, Fred Meyer and Mercury Development Company for the installation of traffic signals on Nyberg Road at Fred Meyer and K-Mart accesses. The State will design, install and maintain the traffic signals. The Company's have agreed to pay all costs of the installation. Maintenance and power consumption are covered by a separate State-County-City agreement. (Local Govt.)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 14 day of Sept., 1981

Anthony Yturri
Anthony Yturri, Chairman, Transportation Commission

KEH

APPROVED
STATE HIGHWAY ENGINEER

938

CITY OF
PORTLAND, OREGON
OFFICE OF CITY AUDITOR

George Yerkovich, City Auditor
1220 S.W. 5th, Rm. 202
Portland, Oregon 97204
(503) 248-4078

MA PDM PDE FFM SPC
ODOT - METRO

AUG 2 8 1981

August ~~27~~ 28, 1981

BM PAR PPC FILE T/A

Jon Rose, Regional Federal Aid Engr.
Oregon State Dept. of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

Dear Mr. Rose:

Enclosed are six copies of agreement for providing for design and construction of traffic signals and related street improvements as authorized by Ordinance No. 15231.

Will you kindly have the proper persons sign all six copies of the agreement, which have already been executed by the City of Portland officials, and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention will be appreciated.

Very truly yours,

George Yerkovich
Auditor of the City of Portland

From Metro JON ROSE	Date 8-28-81
To Buz Swan	
[✓ Program Mgmt.] Traffic Region 1	

Comments: Here are 6 copies of the "Meadowland Center" signal agreement, signed by Portland officials County Officials and the Developer. Please process. Metro approves.

Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
SEP 1 1981
REFERRED TO
FOR
FILE: PM FA LG.

9388

CKA
Charles Kober Associates
Architects

Telephone 206 624 8682
Cable Kobasoc

1100 Olive Way, Suite 200
Seattle, Washington 98101

TRANSMITTAL

Company Department of Transportation
Highway Division
Address Transportation Building
Salem, OR 97310
Attention Mr. L. E. George, Traffic Engineer
Project Meadowland Center, Portland, Oregon
Subject Traffic Signal Installation

CKA I.D. 79012
Date 8-25-81
VIA Mail

MA PDM PDE FFM SPC
ODOT - METRO
AUG 27 1981
BM PAR PPC FILE T/A

COPIES	DESCRIPTION
1	Your drawing #8152 Dated July 1981

TRANSMITTED
- ☒ Attached
- ☒ Prints
- ☐ Reproducibles
- ☐ Tracings
- ☐ Shop drawings
- ☐ Samples
- ☐ Copy of letter
- ☐ Specifications
- ☐

REFERENCE
- ☐ For your review
- ☐ For your approval
- ☒ For your use
- ☐ As requested
- ☐ No exceptions taken
- ☐ Exceptions as noted
- ☐ Revise and resubmit
- ☐ Rejected
- ☐ Submit specified item
- ☐ Return ______ corrected copies
- ☐

Comments We have reviewed the signallization drawings for the above job received from Mr. Jon Rose in your Portland office and find that one correction should be made as shown on the above drawing. Re-route the 2" conduit between controllers so it will remain on public right-of-way. I also phoned Mr. Dave Willhite in your Portland office of this correction.

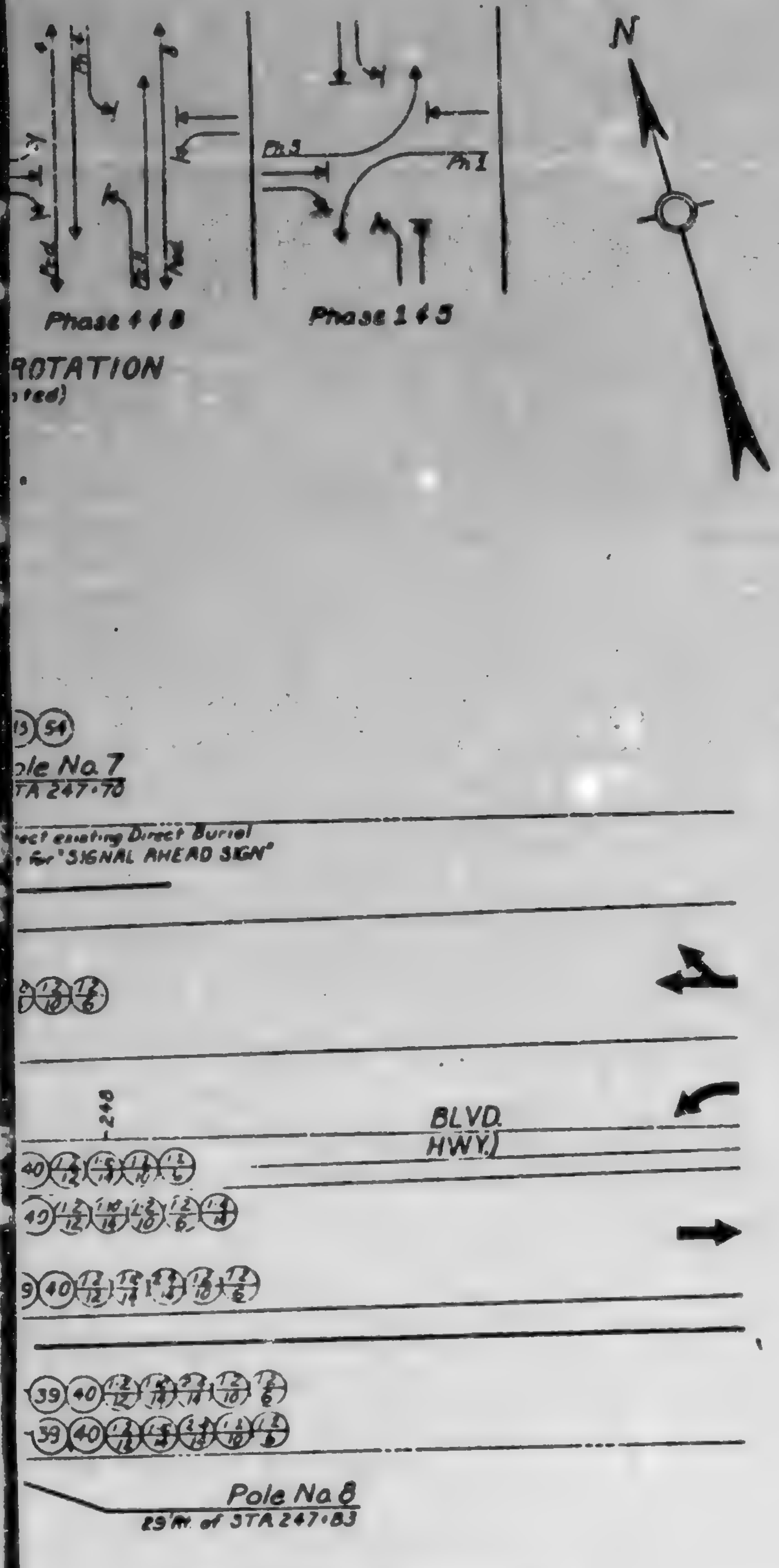
Signed
Clarence Suder, Jr.

Copies to
Alan D. Sclater
Jon Rose
Dave McKie
Dave Willhite

If enclosures are not as noted, kindly notify us at once

SIGNAL PLAN
S.E. POWELL BLVD. AT S.E. 174th AVE.

SCALE 0 10 20 40 FEET



Note:
Signal Head placement to be verified by Region Signal Engineer prior to placement.

LEGEND

	Existing power pole (power source)
C	Install Model 170 controller in Model 332 cabinet (State furnished)
	Install type (T) steel strain pole (State furnished)
	Existing strain pole (to be removed)
V Ph	Install Phase (Ph) vehicle signal
PV Ph	Install Phase (Ph) optically programmed vehicle signal
P T	Install type (T) modified pedestrian signal
PB Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
TC	Install terminal cabinet
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether wire (see detail)
54	Install service cabinet with 60 amp SPST circuit breaker
MS	Install 120 VAC meter service
OS 2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
S	Install (S")-inch electrical conduit
X N G	Install (X)-(N) wire No. (G) control cable (s)
OS SR	Install interior-illuminated right arrow "ONLY" sign
SW	Sidewalk ramp (see Road Construction Plans)
CS	Install 2" conduit stub out (cap both ends)
C	Install one No. 6 Type THHN wire (signal system common)
N	Install (N) No. 14 Type THHN wires
N/G	Install (N) No. (G) Type TW wires

Ph = Phase shown
S = Size shown
N = Number shown
G = AWG wire size

X = Number of cables
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

APPROVED
7/28/81
DATE

DESIGNED BY JP
CHECKED BY

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
S.E. POWELL BLVD AT S.E. 174th AVE. SEC.
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

DATE July 1981

8152

9388

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1981

In Reply Refer to
File No.:
TRA 7

Mr. David E. McKie
Vice President
Sutter Hill Limited
Box 1787
Palo Alto, CA 94306

Dear Mr. McKie:

We have completed our review of your request for changes in the Cooperative Construction - Finance Agreement for the traffic signal to be installed on Powell Boulevard at the Meadowland Center. The only modification which we will be able to make to the Agreement is on page 4, item 2, where we will add wording " ... and that the State will consider all of the Company's written proposals."

If you have not already done so, please return all copies of the Agreements previously submitted to you and a revised Agreement will be prepared.

Enclosed is a copy of a typical irrevocable letter of credit which would be acceptable to us. Each bank generally has a standard form which they use for this purpose.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

Enclosure

bc: ✓ Dave Moehring
Ed Hardt
Dave Wilhite

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
MAY 15 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

IRREVOCABLE
NEGOTIATION
DOCUMENTARY
CREDIT

STANDBY

the Oregon bank
MEMBER FDIC

P.O. BOX 3066
PORTLAND, OREGON 97208, U.S.A.

CABLE ADDR.
PORTBANK
TELEX NO. 3603

ALL CORRESPONDENT BANK CHARG
ARE FOR ACCOUNT OF BENEFICIARY

ORIGINAL

THIS IS A CONFIRMATION OF THE CREDIT OPENED BY TELEX ☐ UNDER TODAY'S DATE.	DATE OF ISSUE March 1, 1980	CREDIT NUMBER OF ISSUING BANK 3456	OF ADVISING BANK

ADVISING BANK	APPLICANT CAMAS DEVELOPMENT, INC. P.O. Box 1234 Bend, Oregon 97701
BENEFICIARY State of Oregon Department of Transportation Highway Division Transportation Building Salem, Oregon 97310	AMOUNT US $75,300.00 Seventy-five Thousand Three Hundred and No/100 U.S. Dollars
	EXPIRY DATE At Project Completion

WE HEREBY ISSUE IN YOUR FAVOR THIS DOCUMENTARY CREDIT WHICH IS AVAILABLE BY NEGOTIATION OF YOUR DRAFT(S) DRAWN ON
AT ------------------sight------------------ FOR [illegible] VALUE BEARING THE CLAUSE: "DRAWN UNDER DOCUMENTA
CREDIT NO. 3456 ISSUED BY THE OREGON BANK, PORTLAND, OREGON." ACCOMPANIED BY THE FOLLOWING DOCUMENTS:

XX statement

BENEFICIARY's signed statement certifying that the amount drawn represents:

1. An initial Draw of up to 10 percent of the total deposit, and/or

2. Monthly Draws based on the applicable share of project costs.
   IE: Payment of Contract work, Construction engineering and/or other cost incurred Relative to the Installation of a traffic signal on Pacific Highway E. @ Union Avenue in Salem, Oregon.

SAMPLE

SHIPMENT FROM TO N/A	PARTIAL SHIPMENTS N/A	TRANSHIPMENTS N/A

SPECIAL CONDITIONS

NONE

WE HEREBY ENGAGE WITH DRAWERS AND/OR BONA FIDE HOLDERS THAT DRAFTS DRAWN AND NEGOTIATED IN CONFORMITY WITH THE TERMS OF THIS CREDIT WILL BE DULY HONORED ON PRESENTATION AND THAT DRAFTS ACCEPTED WITHIN THE TERMS OF THIS CREDIT WILL BE DULY HONORED AT MATURITY.
THE AMOUNT OF EACH DRAFT MUST BE ENDORSED ON THE REVERSE OF THIS CREDIT BY THE NEGOTIATING BANK.

YOURS FAITHFULLY,
THE OREGON BANK

AUTHORIZED SIGNATURE

THE ADVISING BANK IS REQUESTED TO NOTIFY THE BENEFICIARY WITHOUT ADDING THEIR CONFIRMATION.

ADVISING BANK'S NOTIFICATION

EXCEPT AS FAR AS OTHERWISE EXPRESSLY STATED, THIS DOCUMENTARY CREDIT IS SUBJECT TO THE "UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY CREDITS" (1974 REVISION) INTERNATIONAL CHAMBER OF COMMERCE (PUBLICATION 290).

9388

L

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Milwaukie, Oregon 97222
April 14, 1981

FILE: PMT 4-1

FROM: David A. Willhite
Asst. District Engineer (2C)

TO: L. E. George
Traffic Engineer
Salem, Oregon 97310

SUBJECT: Preliminary Signal Design
Mt. Hood Highway
M.P. 9.77 & 9.87
(Sutter Hill Limited)

Enclosed is a letter from Sutter Hill Limited authorizing us to start the signal design on their project at 174th and Powell Boulevard in Portland.

The agreements have hit minor delays and are in the process of being rewritten.

Sutter Hill Limited has made the $12,000 deposit and an order to Render Service has been written.

Please proceed with the signal design at your earliest convenience.

DAW:nr

cc: Ronald Failmezger

NOTED
L. E. GEORGE

NOTED
W. R. ZIRGES

RECEIVED
APR 15 1981
TRAFFIC ENGINEERING

9388 2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Milwaukie
November 25, 1980

FILE: PMT 4-1

David A. Willhite

FROM: David A. Willhite
Asst. Dist. Engineer

SUBJECT: Traffic Signals On Hwy.#26
M.P. 9.77 & M.P. 9.87

TO: Mainor Holmes
Project Management
Salem, Oregon 97310

P.O. Box 11787
Sutterhill, Ltd. Palo Alto 94306

Please prepare an agreement between ~~Waker Ass~~ociates, The City of Portland, Multnomah County, and The State of Oregon for installation and maintenance of traffic signals on Mt. Hood Hwy.#26 at M.P. 9.77 and at 174th Street at M.P. 9.87.

1. The signals at 174th & Powell Blvd. to be revised.
2. New five-phase signal to be installed on Powell Blvd. at the entrance to the Center at M.P. 9.77.
3. The two sets of signals will be interconnected.
4. The Developer will deposit $12,000.00 with the State for preliminary engineering and signal design.
5. The State will design the signals and award the contract for the signal installation.
6. The controller for the signal located at M.P. 9.77 will be located on the South side of Powell Blvd.
7. The controller for the signal located at 174th & Powell Blvd. will be located on the Southwest corner of the intersection.
8. The developer will pay all costs for the signal design and installation.
9. The City of Portland will perform all maintenance of the signals and pay power costs. Current City and State agreements to apply.

Attn: Dave McKie

DAW:kd

cc: David Larson
Ronald Failmezger

4462
4-4-72

248-3588

653-3164
248-3633

1981 7th St.-12th St. (LaGrande) 9389
Sec. of "C" Ave. and Gekeler Lane.
(Grading and Paving)

C&A 7437 2/17/81

9389

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	140526
DATE	11-30-84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 3529

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE LAGRAND

CITY OF LAGRANDE
104 ELM STREET
LAGRANDE, ORE 97850
ATTN: DAN

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			$ 2,069.70
331-1012	295	00	000		2,069.70
331-1012	296	00	000		(2,069.70)

DESCRIPTION	TOTAL PRICE
FINAL BILLING - REVISED	
6TH STREET-12TH STREET SECTION OF "C" AVENUE/GEKELER LANE	
PRELIMINARY ENGINEERING & CONSTRUCTION-FINANCE AGREEMENT	
NO. 7437	
PROJECT NO. M-4620(1) (2)	
PRELIMINARY ENGINEERING (see itemized statement)	$ 17,815.94
CONSTRUCTION (see itemized statement)	310,167.43
TOTAL PROJECT COST	$327,983.37
LESS: FEDERAL FUNDS	(268,608.93)
STATE SHARE	(29,130.47)
CITY SHARE OF PROJECT	$ 30,243.97
LESS: ADVANCE DEPOSIT	(24,920.00)
INTEREST ON POOL ACCT. 4775 THRU 10-31-84	(3,254.27)
110.00 ACCT FINAL AMOUNT DUE	$ 2,069.70

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH 378-6011 FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM PH 378-6232 PREPARER OF INVOICE

734-1150 (7-81)

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 04 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

CITY OF LA GRANDE
THE GRANDE RONDE VALLEY

COUNCIL MANAGER GOVERNMENT
SINCE 1913

CITY OF LA GRANDE

Reply to: Dan Chevalier, Engineering Office Manager
P. O. Box 670
La Grande, Oregon 97850
Telephone: 503-963-7161

November 9, 1984

Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Attention: Rose Wickham

Reference: Your Job No. CA 3388

Please credit $3,254.27 in earned interest from Account #4775 to the above-referenced job number and bill us for the balance due of $2,069.70.

If you have any questions, please call me at 963-7161.

Sincerely,

Dan Chevalier
Dan Chevalier
Engineering Office Manager

DC/mlo

xc: Earle Misener
Ron Gross
Eldon Slippy

RECEIVED
NOV 13 1984
HIGHWAY ACCOUNTING

9389

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	140190
DATE	10/9/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 3388

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE LAGRAND

CITY OF LAGRANDE
104 ELM STREET
LAGRANDE, OR 97850

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			$5,323.97
331-1012	295	00	000		(5,323.97)
331-1012	296	00	000		5,323.97

DESCRIPTION	TOTAL PRICE
FINAL BILLING 6TH STREET-12TH STREET SECTION OF "C" AVENUE/GEKELER LANE PRELIMINARY ENGINEERING & CONSTRUCTION-FINANCE AGREEMENT NO. 7437 PROJECT NO. M-4620(1)(2)	
PRELIMINARY ENGINEERING (SEE ITEMIZED STATEMENT)	$ 17,815.94
CONSTRUCTION (SEE ITEMIZED STATEMENT)	310,167.43
TOTAL PROJECT COSTS	$327,983.37
LESS: FEDERAL FUNDS	(268,608.93)
LESS: STATE SHARE	(29,130.47)
	$ 30,243.97
" CITY SHARE	(24,920.00)
AMOUNT DUE	$ 5,323.97

110.00 ACCT. FINAL BILLING

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH:378-6011 FOR CORRECTNESS OF CHARGES

OR SUSAN KLEINSCHMIT PH: 378-5034 PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9/6/84

CITY: LaGRANDE AGREEMENT NO: 7437 PROJECT NO: M-4620(1)(2)

CONTRACT NO: 9389 SECTION: 6th St.-12th St., "C" Ave./Gekeler Lane

PRELIMINARY ENGINEERING (Prefix No. 331-1947):

Project Manager	$ 9,891.32
Final Design	4,129.63
Region Geology	1,566.54
Traffic Section	431.74
Region-Utility Liaison	304.29
Program Section	64.77
Specifications	1,412.35
Environmental Section	15.30
TOTAL PE COST	$ 17,815.94
Less Federal Funds	(15,710.10)
BALANCE	$ 2,105.84

STATE SHARE: 50% of $2,105.84 = $1,052.92

CITY SHARE: 50% of $2,105.84 = $1,052.92

CONSTRUCTION (Prefix No. 331-1012):

Payment to Contractor (Non-Participating $1,100.00)	$271,131.28
Interest on Final Payment (Non-Participating $13.50)	13.50
SFO #1 Permanent Striping	145.63
SFO #2 Adjust City Water & Sewer	1,893.04
SFO #3 Permanent Signing	487.83
Construction Engineering	32,397.97
Program Section	85.45
Salem Lab	1,658.03
Portland Lab	29.74
Eugene Lab	31.08
Technical Services	148.11
Construction Section	953.36
Region Office	1,192.41
TOTAL CONST. COST	$310,167.43
Less Federal Funds	(252,898.83)
Less Non-Participating Costs ($1,100.00 + $13.50) =	(1,113.50)
BALANCE	$ 56,155.10

STATE SHARE: 50% of $56,155.10 = $28,077.55

CITY SHARE: (50% of $56,155.10) + $1,113.50 = $29,191.05

SUMMARY:

City Share P.E. Costs	$ 1,052.92
City Share Const. Costs	29,191.05
TOTAL CITY SHARE	$ 30,243.97
Less City Advance Deposit 11-10-81	(24,920.00)
BALANCE DUE FROM CITY	$ 5,323.97

GEZ:pf

9389

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 21, 1984

CITY: LaGrande AGREEMENT NO: 7437 PROJECT NO: M-4620(1)(2)

CONTRACT NO: 9389 SECTION: 6th St.-12th St., "C" Ave./Gekeler Lane

PRELIMINARY ENGINEERING (Prefix No. 331-1947):

Project Manager	$ 9,891.32
Final Design	4,129.63
Region Geology	1,556.54
Traffic Section	431.74
Region-Utility Liaison	304.29
Program Section	64.77
Specifications	1,412.35
Environmental Section	15.30
TOTAL PE COST	$17,805.94
Less Federal Funds	(15,710.10)
BALANCE	$ 2,095.84

STATE SHARE: 50% of $2,095.84 = $1,047.92

CITY SHARE: 50% of $2,095.84 = $1,047.92

CONSTRUCTION (Prefix No. 331-1012):

Payment to Contractor (Non-Partic. $1,100.00)	$271,131.28
Interest on Final Payment (Non-Partic. $13.50)	13.50
SFO #1 Permanent Striping	145.63
SFO #2 Adjust City Water & Sewer	1,893.04
SFO #3 Permanent Signing	487.83
Construction Engineering	32,397.97
Program Section	85.45
Salem Lab	1,658.03
Portland Lab	29.74
Eugene Lab	31.08
Technical Services	148.11
Construction Section	953.36
Region Office	1,192.41
TOTAL CONST. COST	$310,167.43
Less Federal Funds	(252,898.83)
Less Non-Participating Costs ($1,100.00 + $13.50) =	(1,113.50)
BALANCE	$ 56,155.10

STATE SHARE: 50% of $56,155.10 = $28,077.55

CITY SHARE: (50% of $56,155.10) + $1,113.50 = $29,191.05

SUMMARY:

CITY SHARE P.E. COSTS	$ 1,047.92
CITY SHARE CONST. COSTS	29,191.05
TOTAL CITY SHARE	$ 30,238.97
Less City Advance Deposit 11-10-81	(24,920.00)
BALANCE DUE FROM CITY	$ 5,318.97

GEZ:bkb

9389 (ORIGINAL) 331-1012

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATI

8-2-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building,
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 9/16/81
TO 4/20/84

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M - 4620 (2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$310,167.43	$309,053.93	8183	$252,898.83	$252,898.83	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

DATE

SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-76)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column.)
	7th Street - 12th Street (LaGrande) Section FAU 4620 ("C" Ave./Gekeler Lane) Union County					
	Construction Type Code 6201 Roadway (Sta. 19+50 to Sta. 39+40)					
	Final Contract Payment Summary	Lump Sum			$270,031.28	
SFO	#1 Permanent Pavement Striping & Bikeway Striping (State)	All Required			145.63	
SFO	#2 Adjust City water and sewer facilities (City of LaGrande)	All Required			1,893.04	
SFO	#3 Permanent signing and bikeway signs (State)	All Required			487.83	
	Total Participating Construction Cost				$272,557.78	
	Construction Engineering State	All Required			$ 36,496.15	
	Total Participating Project Cost				$309,053.93	
	Non Participating Project Cost Final Contract Payment Summary	Lump Sum			$ 1,100.00	
	Interest on Final Payments	All Required			13.50	
	Total Non Participating Project Cost				$ 1,113.50	
	TOTAL PROJECT COST				$310,167.43	
	Prepared based on Participating cost as shown on the Federal Billing as of 6/28/84.					
	AMOUNT CARRIED FORWARD					

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1079	1	RRS -9311-002 APPR-138	81,156.00			90.00				
326-1089	1	RR00-000S-029 APPR-686	150,975.00	764.18	764.18	90.00	687.76	687.76		
327-1009	1	PMS -000S-114 APPR-140	52,810.00	53,277.68	53,164.25	100.00	53,164.25	52,810.00	354.25 B	
	8	PMS -000S-114 APPR-140	3,228.00	7,705.41	7,566.78	100.00	7,566.78	3,228.00	4,338.78 B	
327-1009		PREFIX TOTALS	56,038.00	60,983.09	60,731.03		60,731.03	56,038.00	4,693.03	
327-1010	1*	BRS -A559-004 APPR-118	52,514.49	65,848.10	65,643.11	80.00	52,514.49	52,514.49		
327-1097	1*	M -6120-001 APPR-W32	347,734.70	535,044.60	425,103.55	81.80	347,734.70	347,734.70		
	8*	M -6120-001 APPR-W32	20,450.00	29,533.49	25,000.00	81.80	20,450.00	20,450.00		
327-1097		PREFIX TOTALS	368,184.70	564,578.09	450,103.55		368,184.70	368,184.70		
330-1034	1	RRS -3495-001 APPR-138	150,758.45	167,058.84	167,510.50	90.00	150,759.45	150,753.29	1.00 B	5.16
330-1044	1*	RRP -3465-001 APPR-139	105,009.04	116,651.13	116,676.50	90.00	105,008.85	105,008.85		
330-1068	1*	RRP -000S-036 APPR-139	2,613.47	2,938.10	2,903.85	90.00	2,613.47	2,613.47		
	2*	RR00-000S-036 APPR-686	67,030.16	74,477.95	74,477.95	90.00	67,030.16	67,030.16		
330-1068		PREFIX TOTALS	69,643.63	77,416.05	77,381.80		69,643.63	69,643.63		
330-1073	1*	BHOS-3003-001 APPR-117	40,099.30	50,183.38	50,124.13	80.00	40,099.30	40,099.30		
330-1078	1	PMS -000S-108 APPR-140	16,760.00	8,919.84	8,919.84	100.00	8,919.84	8,919.84		
331-1005	1	RRP -000S-010 APPR-139	152,485.00	160,395.72	160,299.02	90.00	144,269.12	144,269.12		
331-1012	1*	M -4620-002 APPR-W32	207,627.93	254,844.09	253,730.82	81.83	207,627.93	207,627.93		
	8*	M -4620-002 APPR-W32	45,270.90	55,323.34	55,323.11	81.83	45,270.90	45,270.90		
331-1012		PREFIX TOTALS	252,898.83	310,167.43	309,053.93		252,898.83	252,898.83		
331-1017	1L	BHOS-3101-001 APPR-114	90,540.00	71,283.54	71,256.79	80.00	57,005.43	70,643.42		613.37
									14,251.36 L	
331-1098	1*	BRM -4645-003 APPR-115	1657,494.56	2214,498.18	2209,992.75	75.00	1657,494.56	1657,494.56		
	2	M -4645-003 APPR-W32	185,305.16	216,100.51	216,048.92	85.77	185,305.16	185,305.16		
331-1098		PREFIX TOTALS	1842,799.72	2430,598.69	2426,041.67		1842,799.72	1842,799.72		
333-1028	1*	M -4031-003 APPR-W32	325,302.63	369,265.76	369,033.05	88.15	325,302.63	325,302.63		

6TH ST-12TH ST(LA GRANDE) CONT NO 9389 X FA PROJ NOS M 4620002 85

M 4620002 15 STATE

331	1012	201	00	P	1	Pay cont		220,139.24	82	83
331	1012	201	00	P	8	" "		49,892.04	82	83
331	1012	201	00	N	1	" "		1,100.00	82	82
331	1012	204	00	P	1		850.00CR		83	83
331	1012	204	00	P	8		150.00CR		83	83

JUNE 1984 PAGE 319

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB F.		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	331	1012	206	00	N 1	Interest	9.35	11.48	83	83
	331	1012	206	00	N 8	"	1.65	2.02	83	83
	331	1012	207	00	N 1		108.99CR		83	83
	331	1012	207	00	N 8		19.23CR		83	83
	331	1012	208	00	N 1	Credit Admin on Retainage		21.57CR	83	83
	331	1012	208	00	N 8	"		3.81CR	83	83
	331	1012	270	01	P 1	SFO #1		94.68	82	83
	331	1012	270	01	P 8	" "		50.95	82	83
	331	1012	270	03	P 1	" #3		487.83	83	83
	331	1012	285	02	P 1	" #2		1,893.04	83	83
	331	1012	295	00	N 9	Tr. City		23,867.08	81	83
	331	1012	296	00	N 9	" St	460.11CR	275,430.08CR	81	83
	331	1012	298	00	N 9	" Fed	460.11	251,563.00	82	83
	331	1012	900	00	P 1	Const. Engr	152.57	26,988.43	81	83
	331	1012	900	00	P 8	"	24.77	4,753.04	81	83
	331	1012	920	00	P 1	Prog. Sec.		72.62	81	82
	331	1012	920	00	P 8	" "		12.83	81	82
	331	1012	928	00	N 1	Adm on Ret. 1.73CR	8.61CR	23.36	82	84
	331	1012	928	00	N 8	" 1.73	.52	2.02	82	84
	331	1012	940	00	P 1	Salem Lab	373.18	1,409.34	82	84
	331	1012	940	00	P 8	" "	65.85	248.69	82	84
	331	1012	941	00	P 1	Portland "		25.28	82	83
	331	1012	941	00	P 8	" "		4.46	82	83
	331	1012	942	00	P 1	Eugene "		26.42	82	82
	331	1012	942	00	P 8	" "		4.66	82	82
	331	1012	944	00	P 1	Technical Sev.	67.96	125.90	81	83
	331	1012	944	00	P 8	" "	11.99	22.21	81	83
	331	1012	945	00	P 1	Const. Sec.		810.34	81	83
	331	1012	945	00	P 8	" "		143.02	81	83
	331	1012	946	00	P 1	Reg. off.		1,013.54	82	83
	331	1012	946	00	P 8	" "		178.87	82	83
	331	1012	948	00	P 1	Gen. Const. Engr.		644.16	82	83
	331	1012	948	00	P 8	" " "		12.34	82	82
			TOT		P1		256.29CR	253,730.82		
			TOT		P8		47.39CR	55,323.11		
			TOT		N1	1.73CR	108.25CR	1,113.27		
			TOT		N8	1.73	17.06CR	.23		
			** JOB TOTALS **			**	428.99CR**	310,167.43 **		

✓ STATE

F

rll

CC: OSHD ([illegible]ulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
F[illegible]AL HIGHWAY ADMINISTRATION

9389

FINAL ACCEPTANCE REPORT

4-13-84

REGION NO. 10	REPORT NO. 4	COUNTY Union	DIVISION Oregon
DATE OF REPORT 4/13/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. M-4620(2)
COMPLETION DATE 5/20/83	ACCEPTANCE DATE BY CONTRACT AGENCY 7/1/83	TIME ELAPSED 80 %	CONTRACT TIME 205 CD
APPROVED EXTENSIONS NONE	LOCATION FAU 4620 City of LaGrande, Union County, Oregon		

~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

7th STREET - 12th STREET (LAGRANDE) SECTION
FAU 4620 ("C" AVENUE/GEKELER LANE)
UNION COUNTY
Grading & Paving

This project provided for the widening and reconstruction of approximately 0.38 miles of FAU 4620.

The final cost of the original contract items was $260,127.87 or a 12.5 percent overrun of the contract bid amount of $231,229. The final cost of the project including all changes and engineering was $309,424.32 or a 0.65 percent overrun of the project authorization of $307,422.

All participating work has been completed.

A final inspection of the completed work was made on July 19, 1983.

NOTED
W. E. SCHWARTZ
Cy
4/24

RECEIVED
STATE HWY ENGR
APR 23 '84
REFER TO
Fredrickson
FOR
Info | Inres | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer DATE 4/23/84	TITLE Field Operations Engineer DATE 4/20/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

1381

5

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

8-1-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Baker Redi-Mix, Inc. No. 9389	7th St.-12th St. (LaGrande) Union County	July 1, 1983
A & R Const., Inc. dba L.A.C.O. Construction No. 9543	Malheur River (Lytle Blvd) Bridge (Vale) Malheur County	July 8, 1983
Fabricators, Inc. No. 9480	Port Orford-Cape Sebastian Curry County	July 8, 1983
W. R. Grasle Co. No. 9530	Pac. Hwy. E. @ N. Marine Dr. (Portland) Multnomah County	July 11, 1983
Hamilton Electric, Inc. No. 9528	Beltline Hwy. @ Green Hill Rd. Lane County	July 18, 1983
Cascade Const., Inc. No. 9476	Arterial St. Overlay (Portland) Multnomah County	July 20, 1983
Tice Electric Co. No. 9401	NW Thurman St.-SW Columbia St. (Portland) Multnomah County	July 20, 1983
Holst Construction Co. No. 9542	Sycan River (Drews Rd.) Bridge Klamath County	July 20, 1983

August 1, 1983

for W. E. Schwartz, P.E.
Asst. State Highway Engineer

9387

July 14, 1983

Seaboard Surety Company
320 108th Avenue, N.E.
Suite 401
Bellevue, WA 98004

CON 5
#9389

Gentlemen or Ladies:

On July 7, 1983, we wrote to you concerning release of final payment on Contract No. 9389 awarded to Baker Redi-Mix, Inc. for work on the 7th Street-12th Street (La Grande) Section of FAU 4620 ("C" Ave. & Gekeler Lane) in Union County.

Final payment on this contract is $1,000.00. The total contract amount is $271,131.28 including $5,824.01 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9389

Report # 43 Final

8

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 7th - 12th (La Grande)
WEEK ENDING: May 28, 1983
SECTION PREFIX: 331-1012
HIGHWAY: FAU 4620 "C" Ave./Gekeler
COUNTY: Union
NAME OF JOB:
KIND OF WORK: Grading & Paving
CONTRACTOR: Baker Redi-Mix, Inc.
CONTRACT NUMBER: 9389
FEDERAL AID PROJECT NUMBER: M-4620(2)
DATE OF CONTRACT: 11/10/81
DATE WORK STARTED: 7/1/82
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 205
CALENDAR DAYS USED: 165
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 80
PROJECT AUTHORIZATION: $307,422
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $283,045
ENGINEERING AUTHORIZATION: $24,377
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $275,568
ENGINEERING COST TO DATE: $24,377
DATE PROJECT WAS COMPLETED: May 20, 1983
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %
PERCENT OF AUTHORIZATION: 100 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE K
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MAY 31 1983
CONSTRUCTION
SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completion date 5/20/83. FINAL WEEKLY REPORT.

Final quantity precheck submitted to Region 12/23/82.

Remaining final records being prepared.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9389

B

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-219	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Union
MODIFICATION NUMBER 1	12-28-82	Project Number M-4620(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 19, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 264,771.00	$ 307,422.00
Federal funds	$ 233,475.00	$ 251,563.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and to reflect using Clause "A" pro-rata (81.83%) per city request.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of December, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 21, 1982

Federal-Aid Project
No. M-4620(2)

6th St.-12th St. (LaGrande) Section
FAU 4620 ("C" Ave./Gekeler Lane)
Union County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 19+50 to Sta. 39+40)

Subtotal of previous estimate of October 28, 1971	$233,279.00

Previous Estimate

General Excavation	4,050	Cu. Yd.	5.00	$ 20,250.00
Grid-Rolled Aggregate	9,150	Sq. Yd.	2.00	18,300.00
3/4"-0 Aggregate Base	9,150	Sq. Yd.	0.85	7,777.50
Class "B" or "C" Asphalt	9,150	Sq. Yd.	7.00	64,050.00
18" Sewer Pipe	562	Lin. Ft.	20.00	11,240.00
Asphalt Walks	1,660	Sq. Yds.	6.60	10,956.00
				$132,573.50

Revised Estimate

General Excavation	4,859	Cu. Yd.	5.00	$ 24,295.00
Grid-Rolled Aggregate	9,836	Sq. Yd.	2.00	19,672.00
3/4"-0 Aggregate Base	19,281	Sq. Yd.	0.85	16,388.00
Class "B" or "C" Asphalt	11,225	Sq. Yd.	7.00	78,575.00
18" Sewer Pipe	767	Lin. Ft.	20.00	15,340.00
Asphalt Walks	1,884	Sq. Yd.	6.60	12,434.00
Adjust Manholes (P.A. #3)	7	Each	150.00	1,050.00
CL-4R Chain Link Fence (P.A. #4)	470	Lin. Ft.	8.00	3,760.00
Construct New Fence (E.W.O. #1)			All Required	4,151.71
				$175,665.71

Increase	$ 43,092.21
SUBTOTAL	$276,371.21
Engineering	31,050.79
TOTAL	$307,422.00

Length of Project ------------ 0.377 miles
Cost of Roadway --------------$815,442.97

Federal Funds (81.83)---------$251,563.00
State Funds ------------------ 27,929.50
City Funds ------------------- 27,929.50
TOTAL $307,422.00

Group 1 85% Group 8 15%
Contract No. 9389
Prefix: 331-1947
Prefix: 331-1012

9389

STATE CO 4

TO BE COMPLETED BY FHWA 11-149	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 11-19-81	STATE Oregon COUNTY Union PROJECT NO. M-1620(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

7th Street - 12th Street (La Grande)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-81	0.377
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 264,771.00	$ 233,475.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst State Hwy ~~Operation Programming~~ Engineer
(Title)

XXXy For: H.S. Coulter
State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible]

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 28, 1981

Federal Aid Project
No. M-4620(2)

7th Street-12th Street (LaGrande) Section
FAU 4620 ("C" Ave./Gekeler Lane)
Union County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 19+50 to Sta. 39+40)

Mobilization		All Required	$ 10,000.00
Temporary Protection and Direction of Traffic		All Required	5,000.00
Temporary Signs	200 Sq. Ft.	7.00	1,400.00
Temporary Barricades	8 Each	100.00	800.00
Flagmen	40 Hour	22.00	880.00
Clearing and Grubbing		All Required	2,000.00
Removal of Structures and Obstructions		All Required	4,000.00
General Excavation	4,050 Cu. Yd.	5.00	20,250.00
Trench Excavation	810 Cu. Yd.	6.00	4,860.00
Finishing Roadbed and Slopes		All Required	2,000.00
Watering	110 M-Gal.	8.00	880.00
Grid-Rolled Aggregate Subbase, 9 inches Thick	9,150 Sq. Yd.	2.00	18,300.00
Grid Roller with Tractor	40 Hour	75.00	3,000.00
3/4"-0 Aggregate Base 2 inches Thick	9,150 Sq. Yd.	0.85	7,777.50
Lime Treated Subgrade	9,355 Sq. Yd.	1.60	14,968.00
Lime for Treated Subgrade	105 Ton	120.00	12,600.00
Class "B" or Class "C" Asphalt Concrete 3 1/2 inches Thick	9,150 Sq. Yd.	7.00	64,050.00
18-inch Culvert Pipe	354 Lin. Ft.	15.00	5,310.00
24-inch Culvert Pipe	90 Lin. Ft.	18.50	1,665.00
8-inch Sewer Pipe	196 Lin. Ft.	5.00	980.00
18-inch Sewer Pipe	562 Lin. Ft.	20.00	11,240.00
Concrete Inlets, Type CG-1	12 Each	400.00	4,800.00
Concrete Curbs	3,750 Lin. Ft.	4.50	16,875.00
Asphalt Driveways	675 Sq. Yd.	8.50	5,737.50
Asphalt Walks	1,660 Sq. Yd.	6.60	10,956.00
Furnishing and Setting Mailbox Posts	9 Each	100.00	900.00
			$ 231,229.00

Anticipated Items

Permanent Pavement Striping	All Required	$	850.00
Roadside Seeding and Mulching	All Required		750.00
Bikeway Striping	All Required		450.00
		$	2,050.00
	SUBTOTAL	$	233,279.00
	Engineering		31,492.00
	TOTAL	$	264,771.00

Length of Project ------------- 0.377 miles
Cost of Roadway Per Mile ------$702,310.34

Work Retained in Program Status

Permanent Signing		$	1,400.00
Bikeway Signs			200.00
	SUBTOTAL	$	1,600.00
	Engineering		216.00
	Reserve Total	$	1,816.00

Federal Funds -------------------	$233,475.00
State Funds ---------------------	15,648.00
City Funds ----------------------	15,648.00
	$264,771.00

Group 1 85%; Group 8 15%
Contract No. 9389
Prefix: 331-1947
331-1012

9389

B

December 9, 1982

R-D Mac Inc.
P. O. Box 1086
LaGrande, OR 97850

COM 5
#9389

Attention: Julie Campbell

Gentlemen or Ladies:

Thank you for your letter of December 2 addressed to Joe Schlieski informing us that Curbing Contractors, Inc. (subcontractor) has a current balance of $515.22.

This is in connection with a claim filed in the amount of $11,577.09 against Contract No. 9389 with Baker Redi-Mix, Inc. for work on 7th Street-12th Street (LaGrande) Section of FAU 4620 in Union County.

This information will be noted in our records and we will advise the surety and prime contractor of this partial payment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Seaboard Surety Company
320 108th Avenue, N.E.
Suite 401
Bellevue, WA 98004

Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

bc: Joe Schlieski (LaGrande)

NOTED ON CARD
12-10-82

FKN:dc

R-D MAC INC.
P. O. BOX 1066 — PH. 963-8601
LA GRANDE, OREGON 97850

December 2, 1982

Joe Schlieski
Resident Engineer
Oregon State Highway Department
La Grande, OR 97850

RE: Curbing Contractors, Inc.

Dear Joe:

This is to advise you that Curbing Contractors, Inc. has a current balance of $515.22. Payment of that amount will satisfy our account in full.

Sincerely,

Julie Campbell

Julie Campbell
Collman's Ready Mix

JHC/pers.

cc/ Curbing Contractors, Inc.

RECEIVED
DEC 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9389

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-7-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-4620(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10107

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-8-82

8. FEDERAL ROUTE NUMBER FAU 4620

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: 7th Street - 12th Street (La Grande) Section

11. GENERAL DESCRIPTION OF WORK

Permanent signing and bikeway signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND~~/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11-8-82 as requested in Mr. Keasey's letter of 11-30-82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,600 FF $1,411.

RECEIVED
STATE HWY ENGR
DEC 14 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

12/14

14. DATE 12/7/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9389 CL 82-21ᴋ

bc: Secretary of State - Please acknowledge recei[illegible] of the attached claim on the enclosed copy of this letter.

✓

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 15 1982
NORMA PAULUS
SECRETARY OF STATE

November 10, 1982

IN REPLY REFER TO
FILE NO.:

NOTED ON CARD
11-29-82 P

CON 5
#9389

R-D Mac, Inc.
P. O. Box 1086
LaGrande, OR 97850

Attention: Harry T. Collman

Gentlemen:

This will acknowledge your letter of November 1, 1982, addressed to Joe Schlieski, Resident Engineer at LaGrande, and statement filing a claim against the following Highway Division contract:

FILED BY:	R-D Mac, Inc.
AMOUNT:	$11,577.09
FOR:	Ready-mix concrete
AGAINST: (Prime Contractor)	Baker Redi-Mix, Inc.
SUBCONTRACTOR:	Curbing Contractors, Inc.
CONTRACT NO.:	9389
PROJECT:	7th Street-12th Street (LaGrande) "C" Ave. and Gekeler Lane, Union County
SURETY:	Seaboard Surety Company
AGENT:	K L & K Associates, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Baker Redi-Mix, Inc.
East "H" Street
Baker, OR 97814

Seaboard Surety Company
320 108th Ave., N.E.
Suite 401
Bellevue, WA 98004

R-D MAC INC.
P. O. BOX 1086 – PH. 963-8601
LA GRANDE, OREGON 97850

November 1, 1982

Joe Schlieski
Resident Engineer
Oregon State Highway Department
La Grande, OR 97850

RE: Gekeler Lane Curbing
Curbing Contractors, Inc.

Dear Joe:

I am enclosing a copy of our statement to Curbing Contractors, Inc. which reflects a balance due us of $11,577.09 resulting from the job on Gekeler Lane.

I would appreciate any assistance you can give me in securing payment of the above amount. Thank you.

Sincerely,

Harry T. Collman

Harry T. Collman

HTC/jhc

cc/Curbing Contractors, Inc.

RECEIVED
NOV 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FREEMAN PRINTERS

STATEMENT

R-D MAC, INC.
P.O. BOX 1086 • LA GRANDE, OREGON 97850

DATE Oct. 29, 1982

Curbing Contractors, Inc.
Route 3, Box 3305 B
Hermiston, OR 97838

DETACH AND RETURN THIS STUB WITH REMITTANCE AMOUNT REMITTED $__________

Balance Fwd.		11,406.00
Interest	171.09	11,577.09

Thank You!

Due and payable by 10th of month following purchase. 1½% interest, or .50 minimum, per month will be charged on all past due accounts.

Contract 9389
Baker Redi-mix, Inc.

RECEIVED
NOV 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DEPARTMENT

TO: Commission Services - Bob Gorman

FROM: Joe Schlieski
P. O. Box 850
La Grande, Oregon 97850

SUBJECT: Contract 9376 & 9389

DATE: November 5, 1982

For your information and appropriate action - find the following letters - concerning past due accounts on the subject contract - Douglas S. Coats, Inc. contractor; and Baker Redi-Mix, Inc. contractor respectively - -

Contract 9376 - - R-D Mac Inc. - - 11/1/82 bill for Ready-mix concrete and baserock [illegible] totaling - $61,923.

[redacted] - R-D Mac Inc. - - 11/1/82 bill for Ready-mix concrete totaling $11,577.

cc: file

Joseph A. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED
NOV 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1&1 2 CARBONS INTACT
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO 1 AND RETURNING SHEET NO. 3 TO SENDER
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED

1

389

RANDE

10-14-82

6TH ST. - 12TH ST., "C" St. & Gekeler Lane.

	Fed. Funds	
P.E.	$14,579	
CONST.	251,563	($307,422 Const. Auth.)
FAU FUNDS OBLIGATED	$266,142	
PROPOSED EXTENSION (450' E.)	12,700	
+ 13½% E & C	1,715	
FAU FUNDS REQ'D FOR ENTIRE PROJECT	= $280,557	
FAU FUNDS COMMITTED	= 282,296	
FAU FUNDS REMAINING	$1,739	

Bill Anhorn says $307,422 is total estimated cost for construction. There are ample FAU Funds available to extend the project 450' East.

9389 9-1-82 L.

clm

cc: H. S. Coulter, OSHD

STATE COPY

INITIAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/1/82	David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	M-4620(2)

IN COMPANY WITH
J. Schlieski, Project Manager, OSHD

LOCATION
On "C" Avenue and Gekeler Lane between 7th Street and 12th Street in the City of La Grande, Union County, Oregon.

CONTRACTOR NAME AND ADDRESS
Baker Redi-Mix, Inc., East "H" Street, Baker, Oregon 97814

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
11/10/81	$231,229.00	205 calendar days	11/23/81	7/1/82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisifactory	37%	37%

RECEIVED
STATE HWY ENGR
OCT 13 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

10/18 cy Kenney

REMARKS

7th Street - 12th Street (La Grande) Section
FAU 4620 "C" Avenue/Gekeler Lane
Union County
Grading and Paving

This project provides for the widening and reconstruction of approximately 0.38 miles of FAU 4620.

WORK COMPLETED:
Grading 90%

WORK IN PROGRESS:
Unloading lime preparatory to Treating the subgrade. Lime is being spread by a truck mounted spreader box and mixed with a rototiller.

COMMENTS:
Price Agreement Number 1 provides for revising the typical roadway width from 40' to 44'. The City of La Grande had previously considered the extra width but had not included it in the final plans due to funding limitations. Funding is now available for this work. The added width is estimated to cost approximately $11,700.

Price Agreement Number 2 has been initiated to change the westerly project limits from Station 19+50 to Station 16+90. This change was made to better fit the reconstruction work to exist "C" Avenue. The estimated additional cost for the additional work is $6,152.

-MORE-

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

Price Agreement Number 4 provides for the construction of a chain link fence between the existing part and the street to provide for better pedestrian control and safety. The estimated cost of this work is $3,760.

##

9389

L

CON 5

DATE: July 21, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
M-4620(2)

Contract 9389, Work Started July 10, 1982

Project 7th St.-12th St. (LaGrande)

Highway FAU 4620 ("C" Ave./Gekeler Lane)

County Union

RDC:mk

cc: R. D. Church

9389

L

Form 81-734-3208

OREGON STATE HIGHWAY DIVISION

1-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name 7th Street to 12th Street (La Grande) Sec.

Date July 13, 1982, 19

Highway FAU-4620 "C" Ave./Gekeler Lane

Contract No. 9389

County Union

Prefix 331-1012

Contractor Baker Redi-Mix, Inc.

F. A. Project No. M-4620(2)

Address P. O. Box 825; Baker, Oregon 97814

Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1.) Salvage and reinstall existing pole fence as directed by the engineer.

2.) Construct commercial quality woven wire fence as directed by the engineer.

Location by station numbers:

1.) 32 + 20 to 34 + 80 Lt.

2.) 35 + 10 to 39 + 30 Lt.

Estimate of quantities and cost:

Total estimated cost - - - - - - - - $3,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The existing pole fence must be moved back to the new R/W. The existing wire fence cannot be salvaged. Since barb wire is not allowed in the City Limits, a commercial quality woven wire fence will be constructed. Due to the type of work involved we've been unable to negotiate a satisfactory unit price on either item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$266,587.67
Present estimate of project costs, including $3,000.00 for work under this order	$293,607
Expected over-run amount	$27,019
Expected over-run per cent	10.1%

Space to right of this line is for use of Salem Office

Submitted by: Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

For:

Approved
~~Construction Engineer~~ REGIONAL MAINTENANCE ENGINEER
7-16-82

SP*79604-734

Acknowledged by: Wm A. Hamilton for City of La Grande
DC 7-22-82

9389

5-12-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

L

1. FEDERAL-AID PROJECT NO. M-4620(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10107

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/19/82

8. FEDERAL ROUTE NUMBER FAU 4620

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
7th Street - 12th Street (La Grande) Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 4/28/82 this will confirm the advance approval date of 4/19/82 to proceed with the actual adjustments to the City of La Grande's water and sewer facilities. Reimbursement on a lump sum basis of $1,893.04 Federal Funds $1,669.28 is approved.

I approve the agreement with the City of La Grande.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 5-17-

14. DATE 5/12/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L.

9389

[illegible]
E. S. [illegible]

ROW 18-4

April 28, 1982

RECEIVED
TECHNICAL SERVICES
MAY 4 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Water & Sanitary Sewer Facilities Adjustment
City of La Grande
7th St.-12th St. (La Grande) Section
FAU 4620, "C" Ave./Gekeler Lane
Union County
Project No. M-4620(2)

Here is a copy of a lump sum estimate of cost to adjust the City of La Grande's water and sewer facilities dated April 15, 1982.

The relocation involves City owned facilities on City street right of way, therefore, the cost of relocation is reimbursable.

The City is responsible for the relocation of conflicting utilities. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

A permit for the utility's proposed relocation will not be issued as these are City facilities on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 19, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $1,893.04.

JMC/DES/llr
Enclosure
cc: E. S. Hunter ✓
Jack M. Cartwright
Harlin Gerlach

9389 (MEMORANDUM) 331-1947

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	VOUCHER NO.
2-17-82 **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**		FHWA VOUCHER NO.
APPROPRIATION		FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)* Treasurer of the State of Oregon		PAID BY *(For use of Paying Office)*
ADDRESS Capitol Bldg. Salem, OR 97310		

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 2/12/81	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. M-4620(1)
	TO 9/15/81	☒ FINAL VOUCHER (*)	

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,815.94	$17,815.94	88.18%	$15,710.10	$15,710.10	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE
Oregon			2/17/82	W.E. Skoog, Controller	

REMARKS

PE 6TH - 12TH
LA GRANDE

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	6th Street-12th Street (La Grande) Section City Street in Union County					
	Preliminary Engineering Type Code P.E. State	All	Required		$17,815.94	
	Total Participating Project Cost				$17,815.94	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/25/82.					
	AMOUNT CARRIED FORWARD . . .					

```
      331   1930     904      00 P 1                                                        14,700.00
      331   1930     904      00 P 2                                                           445.02
      331   1930     904      00 N 1                                                           787.36
      331   1930     905      00 P 1                                                         3,706.19
      331   1930     906      00 P 1                                                           233.92
      331   1930     911      00 P 1                                                           182.51
      331   1930     913      00 P 1                                                         1,642.91
      331   1930     914      00 P 1                                                           402.76
      331   1930     920      00 P 1                                                         2,368.95
      331   1930     921      00 P 1                                                         2,168.69
      331   1930     923      00 P 1                                                        56,243.00
                     TOT      P1                                                            14,700.00
                     TOT      P2                                                               454.90
                     TOT      N1                                                            71,397.90  **
                 ** JOB TOTALS **                    **                    **

                                                                                                   STATE
UNION CITY PAVMT MRKING   CONT NO      * FA PROJ NOS PMS 00S075 100                        90.35CR
      331   1936     296      00 N 9                                                            90.35
      331   1936     298      00 N 9                                                            90.35
      331   1936     905      00 P 1                                                            90.35
                     TOT      P1                                                                90.35  **
                 ** JOB TOTALS **                    **                    **

                                                                                                   STATE
6TH-12TH (LAGRANDE)       CONT NO      * FA PROJ NOS M   620001 100
                                                                         1,084.02           1,084.02
      331   1947     295      00 N 9  Tr. City                           5,387.00CR        14,972.02CR
      331   1947     296      00 N 9  " St                               4,302.98          13,888.00
      331   1947     298      00 N 9  " Fed                                273.72           9,891.32
      331   1947     901      00 P 1  Proj. Mgr                          4,129.63           4,129.63
      331   1947     905      00 P 1  Final Des.                            19.43           1,566.54
      331   1947     910      00 P 1  Reg. Geology


                                                                   FEBRUARY 1982          PAGE  650

TOTAL TO DATE JOB COST SUMMARY                                          FISCAL            GRAND TOTAL
                                                                      YEAR TO DATE          TO DATE
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX      FUNCTION  GR  CURRENT MONTH
                                                                         263.99              431.74
                            331   1947     911      00 P 1  Tr. Sec.                 304.29              304.29
                            331   1947     914      00 P 1  Reg-Ut. Liais          [illegible] 35          64.77
                            331   1947     920      00 P 1  Prog Sec   533.62CR    1,412.35            1,412.35
                            331   1947     921      00 P 1  Specs                                        15.30
                            331   1947     923      00 P 1  Env. Sec                                 17,815.94
                                           TOT      P1                 533.62CR    6,452.76            17,815.94
                                       ** JOB TOTALS **                533.62CR**  6,452.76  **        17,815.94  **

                                                                                                         STPTE
ALAMO ST-GRNWD ST           CONT NO 0000 * FA PROJ NOS SOS 201001 100                                   515.54
                            332   1999     295      00 N 9                           1.12              2,241.88CR
                            332   1999     296      00 N 9                           1.12CR            1,726.34
                            332   1999     298      00 N 9                           3.04CR              140.87
                            332   1999     901      00 P 1                           3.04                  3.04
                            332   1999     901      00 N 1                                               971.48
                            332   1999     905      00 P 1
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX GRP FED AID,PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
330-1955 1 PMS -000S-086 APPR-140	500.00	705.86	705.86	100.00	705.86	500.00	205.86 B	
330-1958 1 RRS -3485-001 APPR-138		86.20	54.04	90.00	48.64		48.64 A	
330-1963 1 BHOS-3003-001 APPR-117	2,880.00	3,287.42	3,287.42	80.00	2,629.94	2,629.94		
330-1972 1 PMS -000S-108 APPR-140	1,080.00	289.38	289.38	100.00	289.38	289.38		
331-1917 1 RRP -000S-010 APPR-139	2,000.00	925.10	172.93	90.00	155.64	155.64		
331-1928 1 RRP -000S-010 APPR-139	700.00	156.18	156.18	90.00	140.56	140.56		
331-1930 1* BRM -4645-001 APPR-115	42,182.25	56,697.90	56,243.00	75.00	42,182.25	42,182.25		
2* BRM -4645-001 APPR-118	11,025.00	14,700.00	14,700.00	75.00	11,025.00	11,025.00		
331-1930 PREFIX TOTALS	53,207.25	71,397.90	70,943.00		53,207.25	53,207.25		
331-1936 1# PMS -000S-075 APPR-140	90.35	90.35	90.35	100.00	90.35	90.35		
331-1947 1* M -4620-001 APPR-W32	15,710.10	17,815.94	17,815.94	88.18	15,710.10	15,710.10		
332-1999 1# SOS -3201-001 APPR-680	1,726.34	1,960.79	1,957.75	88.18	1,726.34	1,726.34		
333-1931 1* M -4031-001 APPR-W32	26,125.40	30,459.83	30,459.83	85.77	26,125.40	26,125.40		
333-1932 1 SOS -3301-001 APPR-680	3,810.00	6,134.71	6,134.71	85.77	5,261.74	3,810.00	1,451.74 B	
334-1901 1 X10 -9022-006 APPR-772	60,000.00	20,783.13	20,783.13	85.00	17,665.66	16,706.96		958.70
334-1902 1 X10 -0000-039 APPR-772	59,500.00			85.00				
334-1908 1# MG -9556-001 APPR-W37	358.00	377.63	358.00	100.00	358.00	358.00		
334-1912 1 M -9088-001 APPR-W36	192,483.00	218,446.50	215,092.17	85.80	184,549.08	184,342.67		206.41
2 XI -9088-001 APPR-823	53,091.00	62,460.00	62,460.00	85.00	53,091.00	53,091.00		
334-1912 PREFIX TOTALS	245,574.00	280,906.50	277,552.17		237,640.08	237,433.67		206.41
334-1936 1# RRS -5155-001 APPR-138	944.51	1,049.45	1,049.45	90.00	944.51	944.51		
334-1950 1* RRS -0032-003 APPR-138	315.88	1,474.95	350.98	90.00	315.88	315.88		
334-1960 1 RRS -9091-001 APPR-138	1,800.00	266.69	266.69	90.00	240.02	240.02		
334-1962 1 RRS -9028-002 APPR-138	450.00	142.16	142.16	90.00	127.94	127.94		
334-1963 1 M -0000-007 APPR-W36	103,800.00	129,496.52	128,228.38	85.80	110,019.95	103,800.00	6,219.95 B	
334-1964 1 M -9326-003 APPR-W36	187,550.00	267,764.12	260,445.23	85.80	223,462.01	187,550.00	35,912.01 B	

9389

La Grande

ROAD DESIGN SECTION

DES 16

January 18, 1982

Joe Schlieski
Project Manager

Donald R. Adams
Final Design Engineer

7th Street-12th Street (La Grande)
FAU 4620 "C" Avenue/Gekeler Lane
Union County
Contract 9389

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 19 1982
ROAD DESIGN SECTION

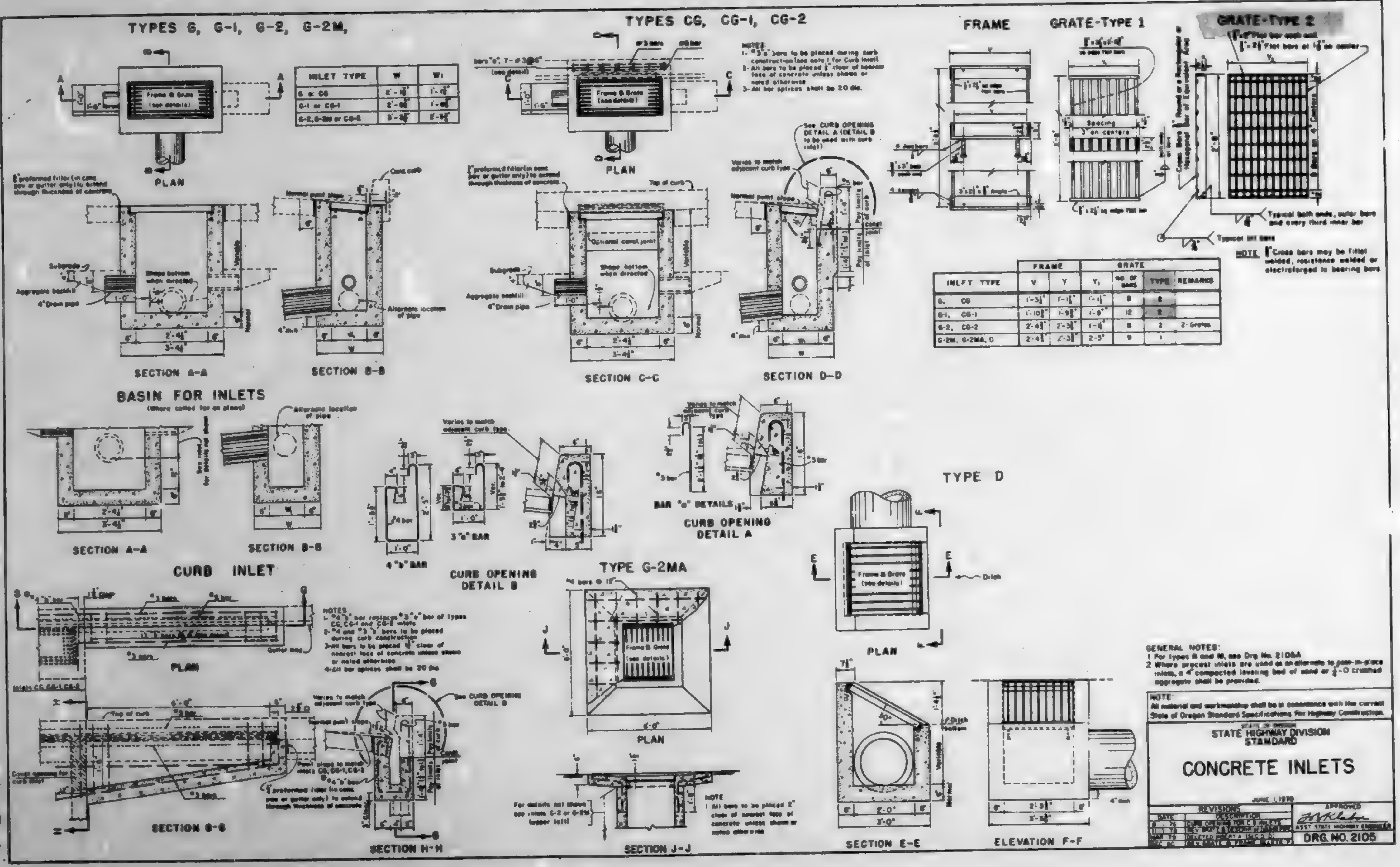
Do Not File ☐
Return To
Bring Up / /
Action

The contract plans call for CG-1 inlets throughout the project. Standard Drawing No. 2105 calls for a Type II grate on the CG-1 inlet. The Type II grate is designed to prevent bicycles from being trapped in the inlet. The grate was designed specifically with that purpose in mind.

I don't believe any revision of the standard grates is required.

DRA:ja

Enc.


TYPES G, G-1, G-2, G-2M,
PLAN
Frame & Grate (see details)
SECTION A-A
SECTION B-B
Aggregate backfill
4" Drain pipe
Subgrade
Shape bottom when directed
Alternate location of pipe
Conc curb
Normal pvmt slope
Variable
Normal
TYPES CG, CG-1, CG-2
SECTION C-C
SECTION D-D
Optional const joint
Top of curb
See CURB OPENING DETAIL A (DETAIL B to be used with curb inlet)
Varies to match adjacent curb type
Pay limits of inlet
Pay limits of curb
FRAME
GRATE-TYPE 1
Spacing 3" on centers
GRATE-TYPE 2
Typical both ends, outer bars and every third inner bar
Typical int bars
8 Bars on 4" Centers
BASIN FOR INLETS
(Where called for on plans)
4 "b" BAR
3 "a" BAR
CURB OPENING DETAIL B
BAR "a" DETAILS
CURB OPENING DETAIL A
TYPE D
Ditch
TYPE G-2MA
#4 bars @ 12"
CURB INLET
SECTION G-G
SECTION H-H
See CURB OPENING DETAIL B
SECTION J-J
SECTION E-E
ELEVATION F-F
4" min

NOTES:
1- #3 "a" bars to be placed during curb construction (see note 1 for Curb inlet)
2- All bars to be placed 1½" clear of nearest face of concrete unless shown or noted otherwise
3- All bar splices shall be 20 dia.

NOTES
1- #4 "b" bar replaces #3 "a" bar of types CG, CG-1 and CG-2 inlets
2- #4 and #3 "b" bars to be placed during curb construction
3- All bars to be placed 1½" clear of nearest face of concrete unless shown or noted otherwise
4- All bar splices shall be 20 dia.

NOTE
All bars to be placed 2" clear of nearest face of concrete unless shown or noted otherwise

For details not shown see types G-2 or G-2M (upper left)

NOTE ⅝" Cross bars may be fillet welded, resistance welded or electroforged to bearing bars.

INLET TYPE	W	W₁
G or CG	2'-1½"	1'-1½"
G-1 or CG-1	2'-8⅝"	1'-8⅝"
G-2, G-2M or CG-2	3'-3⅝"	2'-3⅝"

INLET TYPE	FRAME		GRATE			
	V	Y	Y₁	NO. OF BARS	TYPE	REMARKS
G, CG	1'-3½"	1'-1⅞"	1'-1½"	8	2	
G-1, CG-1	1'-10⅜"	1'-9⅜"	1'-9"	12	2	
G-2, CG-2	2'-4⅜"	2'-3⅜"	1'-6"	8	2	2-Grates
G-2M, G-2MA, D	2'-4⅜"	2'-3⅜"	2-3"	9	1	

GENERAL NOTES:
1. For types B and M, see Drg No. 2105A
2. Where precast inlets are used as an alternate to cast-in-place inlets, a 4" compacted leveling bed of sand or ¾-0 crushed aggregate shall be provided.

NOTE
All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications For Highway Construction.

STATE OF OREGON
STATE HIGHWAY DIVISION
STANDARD

CONCRETE INLETS

JUNE 1, 1970

REVISIONS

DATE	DESCRIPTION
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

APPROVED
[illegible]
ASS'T STATE HIGHWAY ENGINEER

DRG. NO. 2105

ROUTING SLIP—DEPT. OF TRANSPORTATION Date

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______
Resident Engineer ______

ATTENTION: Don Adams

FROM: AW

COMMENTS: Please review seems we over looked something.

Form 731-0022 (6-80) SP*71282-734

STATE OF OREGON

INTEROFFICE MEMO

Highway Division
DEPT.

963-7545
TELEPHONE

DATE: January 11, 1982

TO: Lyle Watson
Final Design Engineer

FROM: JAS
Schlieski

SUBJECT: 7th Street to 12th Street (La Grande) Sec.
FAU 4620 "C" Ave./Gekeler Lane
Union County
Contract 9389

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 13 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

"Drainage Inlets versus bicycles"

Since this project incorporates an 8' bikeway on each paved shoulder, the inlet grates specified on the plans appear to be a real hazard. Did I miss something?

If we're going to revise the grates please furnish this office with a cost estimate for the additional work.

cc: file

REFERRED TO
[illegible] [illegible]
Cole [illegible]
Erikson Watson ?
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9389

L

CON 5
#9389

DATE: January 7, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter, P.E.
State Highway Engineer

Union Co
FAU 4620

SUBJECT: Request for Increase in Project Authorization
7th Street to 12th Street (LaGrande)
Contract No. 9389

This federal-aid grading and paving project was cut back prior to bidding to assure that the cost would be within the funding available. The bid was very favorable and the City of LaGrande wishes to use the available federal funds to construct the project more closely to the original plan.

It is proposed that the project be extended to 6th Street with much of the work being performed at contract unit bid prices. All of the increased work is eligible for federal participation.

I recommend that the authorization for the project be increased by $40,834.33, or 15.3 percent, to a new total of $307,422. This matter will be on the consent calendar for the January 19 meeting.

bc: Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

OBJ:WR:cb 1b

9389

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 6, 1982

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
7th Street to 12th Street (LaGrande)
Contract No. 9389

NOTED
H.S.COULTER

This project was "down scoped" prior to bid opening to fit the funding available. The planning estimates proved to be too conservative and the City of LaGrande wants the project "up scoped" to more closely conform to the original proposal and still remain within the funding limitation.

Price agreements have been negotiated with the contractor to extend the project limits with the majority of the work being done at contract bid prices. This work will cost approximately $24,000. Removal and re-installation of a wood rail fence, construction of a diversion box, reimbursement to the City for utility relocation costs and other minor items is anticipated to cost approximately $16,000. As the project work has not yet commenced, the contingency funds authorized will not be reduced at this time.

Attached is a rough draft letter to the Transportation Commission requesting an increase in project authorization of $40,834.33, or 15.3 percent.

OBJ:WR:cb

cc. W.E. Schwartz
Joe Schlieski
Robert Church
D.E. Swan

ok / R

9389

L.

U. S. DEPARTMENT OF TRANSPORT[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]TION

12-1-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-4620(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10107

6. TO

Mr. H. S. Coulter
State Higwhay Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/1/81

8. FEDERAL ROUTE NUMBER FAU 4620

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

7th Street - 12th Street (La Grande) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 11/25/81 I approve the program change as follows:

1) Project Location: Change to read "City St., 6th St. to 12th St. (La Grande)
2) Miles: Change to read "0.426".
3) Project Data: Change to read "The work consists of 1) grade, drain and high type pave a 44 foot curbed section to provide two 12 foot traffic lanes with 10 foot parking lanes each side, 2) construct asphalt concrete walk/bikeway on northerly side, 3) adjust utilities as required and 4) perform incidental work common to this type of project.

RECEIVED
STATE HWY ENGR
DEC 4 '81
REFER TO Maehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Ovy 12/7

14. DATE 12/1/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9389

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

November 25, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Program Change
Item No. 10107
Project No. M-4620(2)
7th St.-12th St. (LaGrande) Section
Union County

I request your approval of a minor program change to extend the "Beginning Project" (the westerly limits) westerly a distance of one block, approximately 260 feet, to 6th Street and revise the roadway width from 40 feet to 44 feet which will require modifications to the PR-1 form as follows:

1) Project Location: Change to read "City St., 6th St. to 12th St. (La Grande).
2) Miles: Change to read "0.426".
3) Project Data: Change to read "The work consists of 1) grade, drain and high type pave a 44 foot curbed section to provide two 12 foot traffic lanes with 10 foot parking lanes each side, 2) construct asphalt concrete walk/bikeway on northerly side, 3) adjust utilities as required and 4) perform incidental work common to this type of project.

The contractor has agreed to performing the additional work at present contract until bid prices at an estimated cost of $17,865.

CL:bkc

cc: C.T. Keasey
G. Zehner

General Files ✓

Form 734-3122

9389

October 12, 1981

ACC

Mr. William A. Hamilton
City Engineer
City Hall
LaGrande, Oregon 97850

Dear Mr. Hamilton:

On October 8, 1981 we received a satisfactory bid from Baker Redi-Mix, Inc., 6201 S.E. Lake Road, Milwaukie, Oregon 97222 for 7th Street - 12th Street (LaGrande) Section of "C" Avenue and Gekeler Lane.

As specified in our Agreement No. 7437, the financial sharing of the project costs is:

Contractor's Bid		$231,229.00
Antisipated Additional Items:		
Permanent Signing	$1,400.00	
Permanent Pavement Striping	850.00	
Roadside Seeding & Mulching	750.00	
Bikeway Signs	200.00	
Bikeway Striping	450.00	$ 3,650.00
SUBTOTAL		$234,879.00
4 1/2% Contingencies		10,569.56
9% Engineering		21,139.11
ESTIMATED CONSTRUCTION COST		$266,587.67
Estimated P.E. Cost		15,750.00
ESTIMATED TOTAL COST		$282,337.67
Less: ~~88%~~ Federal Funds 82%		~~248,457.15~~
REQUIRED MATCH		$ ~~33,880.52~~ 2

CITY SHARE: 50% of $33,880.52 = $16,940.00

NOTE: CITY WANTS 82% Prorate

We will award the contract when we receive your advance deposit in the amount of $16,940, which should arrive no later than October 30, 1981.

On the attached sheet are instructions for three methods of advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan
Operation Programming Engineer

Rec'd $24,920
LGIP
11-5-81

AWARDED 11-10-81

Revised
const dep.
(266587.67×.09
=$23992.89

Revised
RE.
15750
13888 FF
1862
50% of 1862=931

23992.89
931
24923.89

New A.D.
24,920

KEH:pf
Attachment
bcc w/AD # 966: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 966 when advance deposit is received.

9389

9-16-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-4620(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Union

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10107

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/16/81

8. FEDERAL ROUTE NUMBER FAU 4620

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
7th St. - 12th St. (LaGrande) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent pavement striping S.F.	$850
Roadside seeding & mulching	750
Bikeway striping S.F.	450

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's 9/15/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $246,934 Federal Funds $217,745.

A signed copy of the Title Sheet is returned herewith.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO [illegible]
FOR
Info | Inves | R/D | Draft | Sign | Act | File

orig w/file 9/23

14. DATE 9/16/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9389

La Grande

STATE OF OREGON

INTEROFFICE MEMO

TO: **Jack Sullivan**
Specifications Engineer

DATE: September 14, 1981

SUBJECT: 7th St. - 12th St. (La Grande)
FAUS 4620 "C" Ave./Gekeler Lane
Union County

This memo will document my telephone request to you of this date regarding the special provisions for subject project.

The City of La Grande has requested that the provisions of section 108.07 of the standard specs be specifically referred to in the special provisions. They do not want any work started this fall which cannot either be finished or brought to a state where traffic can safely negotiate it through the winter shutdown period.

Their concern relates to a bad experience we had on another FAUS project, Cove Avenue, where local citizens had to negotiate a sea of mud all winter.

Their concern is justified and a special emphasis of Sec. 108.07 seems reasonable. Please accomodate this request.

W. E. Schwartz
Region Engineer

WES/dp
cc: Hal Versteeg ✓
Joe Schlieski

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan copy
Terpin
Trout
Wakerlig

RECEIVED
SEP 15 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

9389 03r

Section 7th St. - 12th St. (La Grande) Programm[illegible]Estimate $ 247,000

Highway EAU-4620 ("C" Ave. / Gekler Lane) Project Length 0.38 mile

County Union Completion Time 205 CWD

Kind of Work Grading & Paving 9-11-81 Est. Comp. Date 8-30-82

Prefix 331-1947 Letting Date Oct. 8, 1981 Project No. M-4620 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 213,913^{00}

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	1,400^{00}	
Permanent Pavement Striping.	850^{00}	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		$ 3,650^{00}
Roadside Seeding & Mulching	750^{00}	
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs	200^{00}	
Bikeway Striping	450^{00}	
Adjust Utilities:		

Subtotal $ 217,563^{00}

Contingencies (4-1/2%) . . . . 9,790^{34}

Engineering (8, [✓ 9], 10%) . . . . 19,580^{67}

Subtotal $

Credit for ________________ . . . . ~~________~~

Estimated Net Authorization, Construction . . . . $ 246,934^{01}

APPROVED

CC: Roger Lang

____

Road Design Engineer

Rec'd
9-11-81
Ok
G

Rev. 3/81

1.

EGON STATE HIGHWAY DIVISION

~~SUMMARY — BID SCHEDULE~~ -COST ESTIMATE

Sheet 1 of

Date Aug. 21, 1981

Section 7th St. - 12th St. (La Grande)

County Union

Kind Of Work Grading & Paving

Length 0.38 mi.

Name McGill

Item	Code	Unit	Quant.	Unit Cost	Total
		COST ANALYSIS UNIT. 9-11-81 8			
		THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 10-8-81			
Mobilization		All	All	(5%)	10,200^{00}
Temporary Protection and Direction of Traffic		All	All	—	1,000^{00}
Temporary Signs		Sq. Ft.	200	6^{00}	1,200^{00}
Temporary Barricades		Each	8	125^{00}	1,000^{00}
Flagmen		Hour	40	22^{50}	900^{00}
ROADWORK					
Clearing and Grubbing		All	All	-	1,000^{00}
Removal of Structures and Obstructions		All	All	-	1,500^{00}
General Excavation		Cu. Yd.	4,050	5^{00}	20,250^{00}
Trench Excavation		Cu. Yd.	810	6^{00}	4,860^{00}
Finishing Roadbed and Slopes		All	All	-	3,000^{00}
Watering		M. Gal.	110	10^{00}	1,100^{00}
Grid-Rolled Aggregate Subbase, 9 inches Thick		Sq. Yd.	9,150	2^{90}	26,535^{00}
Grid Roller With Tractor		Hour	40	70^{00}	2,800^{00}
3/4"-0 Aggregate Base, 2 inches Thick		Sq. Yd.	9,150	1^{40}	12,810^{00}

REGON STATE HIGHWAY DIVISION

~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 2 of

Date Aug. 24, 1981

ection 7th st. - 12th st. (LaGrande)

County Union

Kind Of Work Grading & Paving

Length 0.38 mi.

Name McGill

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Lime Treated Subgrade		Sq. Yd.	9,355	1 00	9,355 00
	Lime for Treated Subgrade		Ton	105	105 00	11,025 00
	Class "B" or Class "C" Asphalt Concrete, 3½ inches Thick		Sq. Yd.	9,150	5 75	52,612 50
	18 inch Culvert Pipe		Lin. Ft.	354	19 00	6,726 00
	24 inch Culvert Pipe		Lin. Ft.	90	26 00	2,340 00
	8 inch Sewer Pipe		Lin. Ft.	196	8 00	1,568 00
	18 inch Sewer Pipe		Lin. Ft.	562	22 00	12,364 00
	Concrete Inlets, Type CG-1		Each	12	450 00	5400 00
	Concrete Curbs		Lin. Ft.	3,750	4 00	15,000 00
	Asphalt Driveways		Sq. Yd.	675 ~~650~~	5 50	3,712 50
	Asphalt Walks		Sq. Yd.	1,660	3 00	4,980 00
	Furnishing and Setting Mailbox Posts		Each	9	75 00	675 00

9389

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 2, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 10107
Project No. M-4620(2)
7th St.-12th St. (LaGrande) Section
Union County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 8, 1981.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: W.E. Schwartz (Region 5)
Gary Zehner (w/att)
General Files

a

Form 734-3122

Budget Bureau No. 41-R2067

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.: 9-2-81

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21: City St., 7th St. to 12th St. (LaGrande) 65	ADT	PRESENT: 2,300	FUTURE (66): --- (70) / YEAR (71): --- (72)	REGION: 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: Gr., Dr., High-Type Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA (73)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14: M- 20	NUMBER 7: 4620

CARD	CLASS OF FEDERAL FUNDS: Urban System	COUNTY NAME: Union	CO 06 (14)			
	NAME OF URBAN AREA 17-81: LaGrande	ROUTE NO. U	FEDERAL-AID: 4620 (22)	STATE: Street* (26)	U.S. (27): ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 – 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6201		"7th St.-12th St. (LaGrande) Section."	0.377	295,515	260,585	17,465	17,465

CARD 1	CODE 1	PREPARED BY: JLG	PROJECT TOTALS	0.377	295,515	260,585	17,465	17,465
1	14	PROGRAM APPROVAL DATES: 2-6-81			(16) (23)	(24) (33)		

REMARKS

Additional Data: Item No. 10
M-4620(1).

* "C" Ave./Gekeler Lane

3311947

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

9-2-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

OJECT LOCATION (45 typewriter spaces)
City St., 7th St. to 12th St. (LaGrande)

ADT

PRESENT 2,300

FUTURE ---

YEAR ---

REGION 10

STATE NAME Oregon

STATE CODE 41

APPN CODE W32

ITEM NO. 10107

ED WORK (35 typewriter
gh-Type Pave

NATL. FOREST

ENERG. YR.

PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S) M-

NUMBER 4620

SEQ. NO. (2)

I. Projects Only

POST MI.

DESIG.

Urban System

COUNTY NAME Union

CODE 061

PROGRAM STAGE

☐ 1 OR ☐ 2

LaGrande

ROUTE NO. U

FEDERAL-AID 4620

STATE Street*

U.S. ---

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 6201		"7th St.-12th St. (LaGrande) Section."	0.377	295,515	260,585	17,465	17,465	ROW-60' min.; Access Control-none; Parking Restrictions-none.
D BY JLG		PROJECT TOTALS	0.377	295,515	260,585	17,465	17,465	

APPROVAL DATES 2-6-81

* "C" Ave./Gekeler Lane

REMARKS
Additional Data: Item No. 10107; Project No. M-4620(1).

-over-

USCOMM DUSCOMM-DC 48905-P61

7th St. - 12th St. (LaGrande) Section
Project No. M-4620(2)

REMARKS CONTINUED

Project Data: The work consists of 1) grade, drain and high-type pave a 40-foot curbed section to provide two 12-foot traffic lanes with 8-foot parking lanes each side, 2) construct asphalt concrete walk/bikeway on northerly side, 3) adjust utilities as required and 4) perform incidental work common to this type of project.

Accommodation of Utilities: A State-City agreement No. 7437 complying with paragraph 6d(1) of PPM 30-4.1 was executed on 2/9/81.

Maintenance: A State-City agreement No. 7437 complying with Section 116 Title 23 U.S.C. was executed on 2/9/81.

Note: 1) This project is in Congressional District No. 2.

9389

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 2, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10107
Project No. M-4620(2)
7th St.-12th St. (LaGrande) Section
Union County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 8, 1981.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: W.E. Schwartz (Region 5)
Gary Zehner (w/att)
General Files

Form 734-3122

9389 Sway

8-31-81

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3&4	Plan & Profile

STATE OF O

DEPARTMENT OF TR

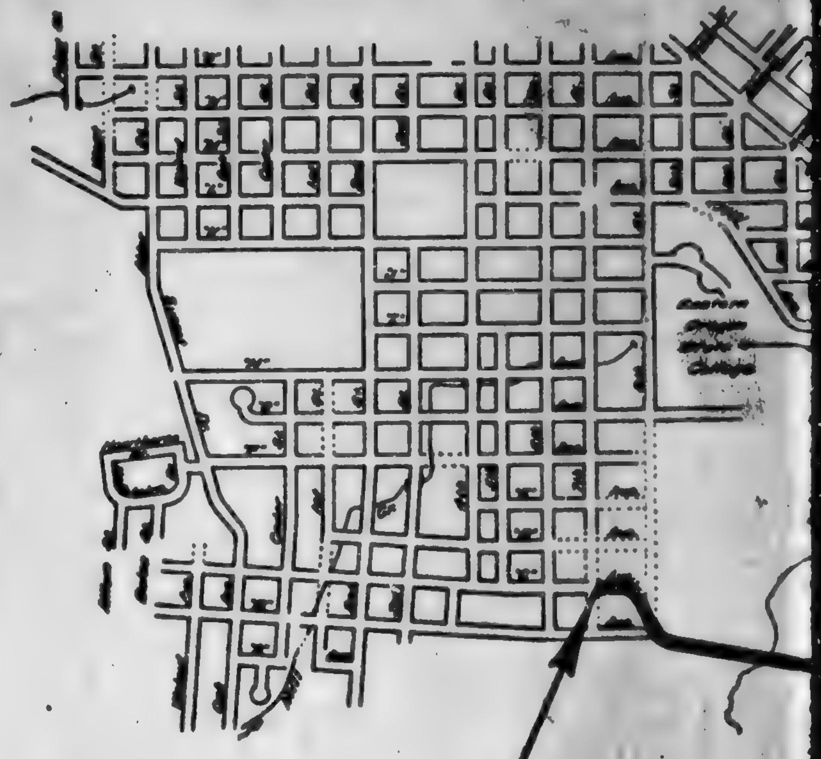
STATE HIGHWA

PLANS FOR PROPOSE

7TH STREET-12TH STREE

FAU-4620 "C" AVE./GE

UNION COUNTY



BEGINNING OF PROJECT
Sta. 19+50

SKETCH MAP

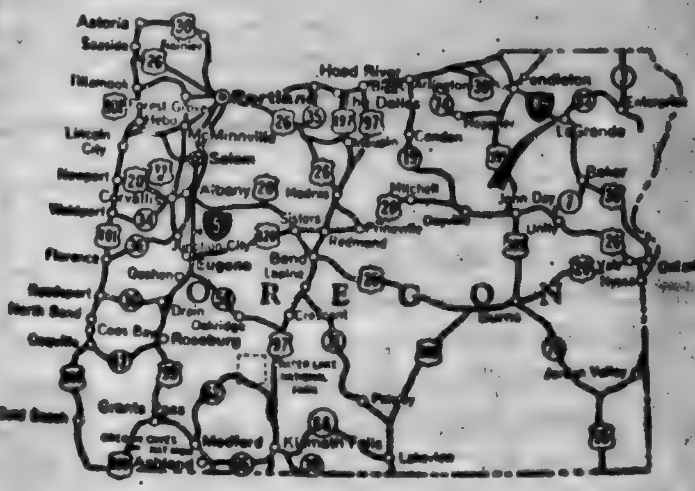
SCALE 0

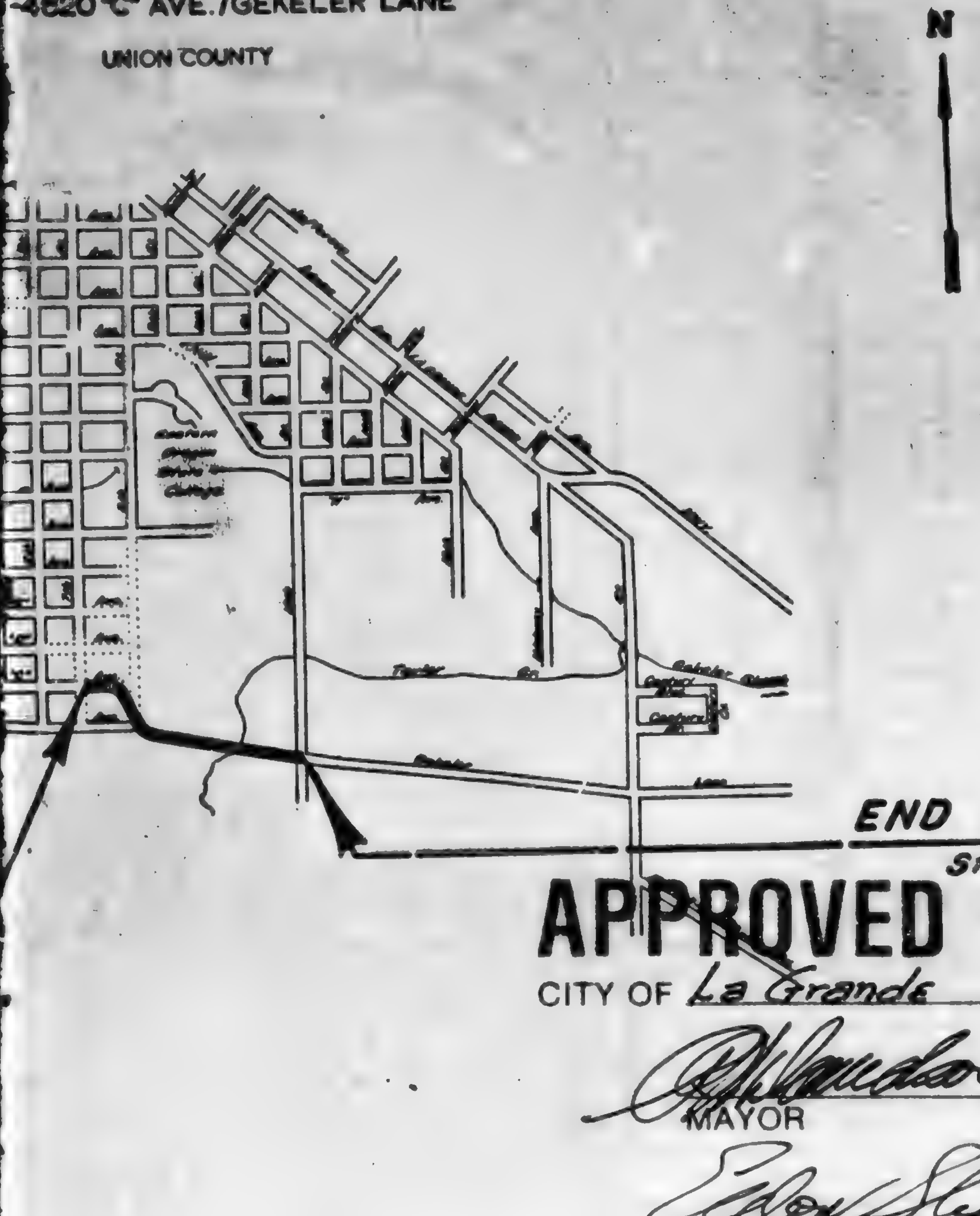
7TH ST.-12TH ST. (LA GRANDE) SEC. FAU-4620 "C" AVE./GEKELER LANE UNION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAUS

PRELIMINARY COPY
AUG 20 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ATE OF OREGON
T OF TRANSPORTATION
HIGHWAY DIVISION
S FOR PROPOSED PROJECT
TH STREET (LA GRANDE) SEC.
-4620 "C" AVE./GEKELER LANE
UNION COUNTY


Astoria
Seaside
Tillamook
Portland
Hood River
Pendleton
La Grande
Salem
Albany
Eugene
Bend
Coos Bay
Roseburg
Grants Pass
Medford
Klamath Falls
Lakeview
Burns
Baker
Ontario
OREGON


N
Gekeler Slough
Gekeler Lane

PRELIMINARY COPY
SUBJECT TO CHANGE

END OF PROJECT
Sta. 39+40

APPROVED BY

CITY OF La Grande

MAYOR

Eldon Sleppy
RECORDER

DATE August 31, 1981

SKETCH MAP

SCALE 0 400 800 FEET

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walch	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

H. S. COULTER

EDGAR S. HUNTER
MAY 23, 1960

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

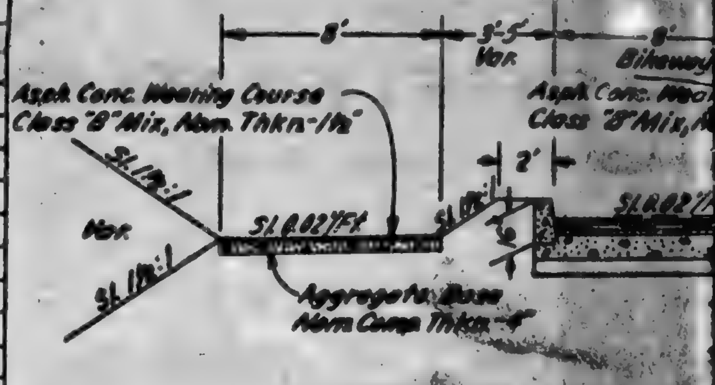
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER DATE

SUMMARY

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Mobilization		L.S.	100%		
2.	Temp. Prot. & Dir Traffic		L.S.	100%		
	(Road Closed To Thru Traffic)					
3.	Temporary Signs		Sq Ft.	120		
4.	Temporary Barricades		Each	6		
5.	Temp. Cont. Rail Traffic Barr		Lin Ft	87.6		
6.	Flagmen		Hour	125		
7.	Clearing & Grubbing (Light)		L.S.	100%		
8.	Removal of Str. & Obst.		L.S.	100%		
9.	General Excavation		C.Y.	4050		
10.	Finish Rdbd. & Slopes		L.S.	100%		
11.	Lime Treated Subgrade		Sq. Yd.	9,066		
12.	Lime For Treated Subgrade		Ton	102		
13.	Grid Rolled Aggregate Subbase		Ton	4,320		
14.	Aggregate Leveling Course		Ton	1,320		
15.	Trench Excavation		C.Y.	713		
16.	8" Sewer Pipe		Lin. Ft.	184		
17.	18" Sewer Pipe		Lin. Ft.	490		
18.	18" Culvert Pipe		Lin. Ft.	366		
19.	24" Culvert Pipe		Lin Ft.	38		
20.	CG-1 Inlets		Each	10		
21.	Class "B" Asph. Conc		Ton	1,830		
22.	Asph. Cement In Mix		Ton	120		
23.	Type "C" Curb		Lin. Ft.	3,980		
24	Extra For A.C. Driveways		Each	9		
25	Extra For St. Conns.		Each	2		

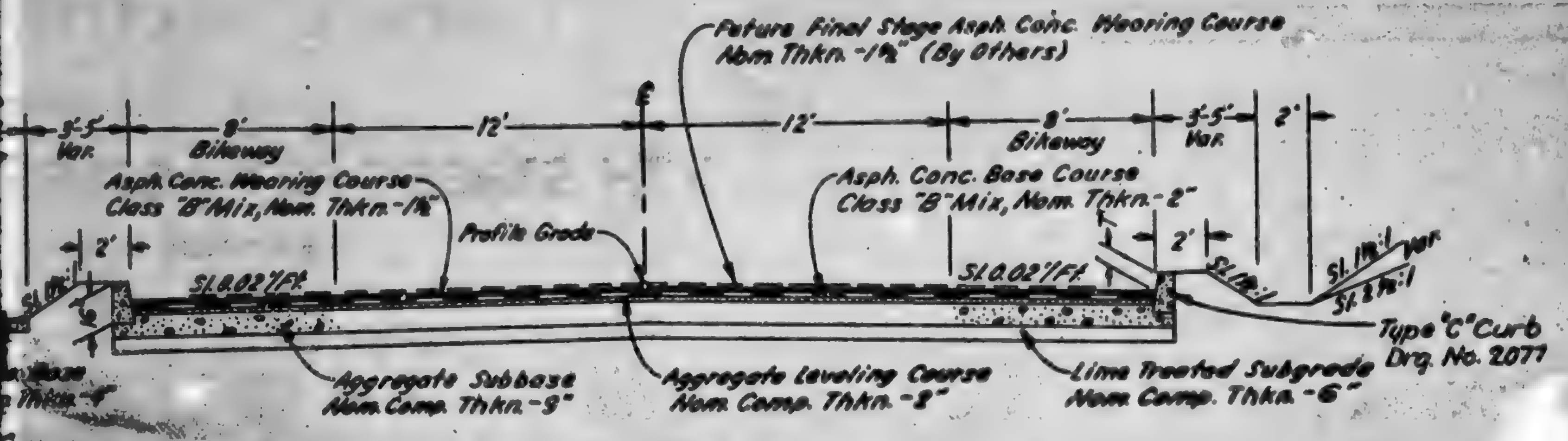
TYPICA


8'
3'-5"
Var.
8'
Bikeway
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Wea
Class "B" Mix, N
2'
Sl. 1½:1
Var.
Sl. 1½:1
Sl. 0.02'/Ft.
Sl. 1½:1
Sl. 0.02'/
Aggregate Base
Nom Comp Thkn.-4"

Mono. Photo. Wetzel

PICAL SECTION

7TH ST.-12TH ST. (LA GRANDE) SEC. FAU-4620 "C" ST./GEKELER LANE UNION COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. -1½" (By Others)
3'-5' Var.
8' Bikeway
12'
℄
12'
8' Bikeway
3'-5' Var.
2'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. -1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. -2"
Profile Grade
2'
2'
Sl. 1½:1
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 1½:1
Sl. 1½:1
Var.
Sl. 2½:1
Type "C" Curb
Drg. No. 2077
Base
Thkn. -4"
Aggregate Subbase
Nom. Comp. Thkn. -8"
Aggregate Leveling Course
Nom. Comp. Thkn. -2"
Lime Treated Subgrade
Nom. Comp. Thkn. -6"

STA. 19+50 To STA. 39+40

9389

LA GRANDE

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 8/31/81

October 8, '81 Bid Letting September 9 All Clear Deadline

SECTION 7th St.-12th St. (LaGrande)
Highway
County Region
Type of Work GP Bikeway Funds FAUS
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9389

July 6, 1981

Honorable Robert A. Brogoitti
State Representative
House of Representatives
Salem, Oregon 97310

Dear Representative Brogoitti:

The City of LaGrande has three projects under the Federal Aid Urban program. Since the beginning of the Urban program in 1972, the City has been allocated $384,634 and by special approval from the League of Oregon Cities and Association of Oregon Counties, has also received approval for a 7-year advancement of $323,883 which makes $708,517 of FAU funds for LaGrande.

The Federal-Aid part of the funding requirement for the City's three projects is as follows:

ccplt
#8594
#8795

Cove Avenue and Portland Street (Completed; Original full amount of federal funds approved by Oregon Transportation Commission, $134,160)	$216,629
2nd Street Viaduct (Completed, waiting for final billing; Original full amount of federal funds approved by Oregon Transportation Commission, $172,550)	217,415
SUBTOTAL	$434,044
Less Funds Allocated Through Fiscal 1981	384,634
SHORTFALL (or overrun) PRIOR TO GEKELER LANE	$-49,410
Gekeler Lane (Original full amount of federal funds approved by Oregon Transportation Commission, $326,480)	$336,369
Less 7-year advancement	323,883
SHORTFALL (or overrun) FOR GEKELER LANE	$-12,486

Total Shortfall = $49,410 + $12,486 = $61,896

There is no bookkeeping error, there simply are not enough federal funds to cover the cost of what has been constructed and what the City wants to construct.

The City has alternatives to reduce the shortfall. They could have financed the overruns on the completed projects with City funds. They can either finance the extra costs on Gekeler Lane with their own funds or they can reduce the scope of the work. They submitted a proposal on June 18, 1981 (copy attached) that reduces the scope of the project and decreases the Federal participation rate to 82 percent.

I trust this helps to clear any misunderstanding and we can advance this project to construction in the near future.

Sincerely,

LWR

for H. S. Coulter
State Highway Engineer

GEZ:pf
Attachment

bcc: Lynn Hamilton
Bill Hamilton
Noel Klein
Bill Penhollow
W. E. Schwartz
D. H. Moehring

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161
P. O. BOX 670
La Grande, Oregon
97850

June 18, 1981

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA JUN 18 1981 ☐
RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Regional Federal Aid Engineer
Oregon State Highway Division
Box 850
La Grande, OR 97850

RE: Gekeler Lane FAUS project

Dear Roger:

The City of La Grande wants to proceed as fast as possible with the subject project. We understand that there is a shortage of Federal funds and that the project cost will have to be reduced and that local participation will have to be increased. It is therefore requested that the following actions be taken to expedite the project.

1. Substitute 82% Federal participation for the existing 88% Federal participation in the City/State Agreement #7437 dated January 21, 1981.
2. Reduce the project costs as follows:
    a. Eliminate overlay from Sixth Street to Seventh Street.
    b. Reduce curb to curb width from the existing 44 feet to 40 feet.
    c. Eliminate the chain link fence abutting Birnie Park.
    d. Reduce width of bike path located on the North side of Gekeler Lane from the existing 10 feet to 8 feet.
    e. City will adjust utilities without reimbursement.
    f. City will widen and extend the existing 5 foot wide P.C.C. sidewalk on the north side of Gekeler Lane between Sixth and Seventh Streets, and will build ramps at Sixth Street, all at no cost to the project.

The City wants to retain the option of constructing as much of the original design as possible, depending on the availability of Federal funds and depending on how the bid costs come in. We would much prefer not having to reduce the project as outlined in Item 2 above, but realize that it is the only chance we presently have to build this much needed project.

Mr. Roger Lang
June 18, 1981
Page Two.

We also realize that we will be heading towards a repeat of the Cove Avenue project which had to remain in an uncompleted status through the winter. This problem is probably less severe than trying to compensate for the cost increases which would have to be faced with a one year delay in the project.

Sincerely,

Wm A. Hamilton
Wm. A. Hamilton
City Engineer

WAH/mc

CC: Lynn Hamilton, City Manager
Ron Gross, Public Works Director
Ron Perkins, Parks Director
John Hergesheimer, Asst. City Engineer.
cc J.A. Schlieske
Gary Zehner

JUN 18 198

City of La Grande

COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7141 P.O. BOX 670

La Grande, Oregon
97850

June 16, 1981

Mr. Bob Brogoitti
State Representative
Room 366, State Capitol Bldg.
Salem, OR 97310

Dear Bob:

Since our conversation last week, we have tried unsuccessfully to discover a substantial reason for the approximate $60,000 shortfall on our FAUS Gekeler Lane project. The best explanation so far is that a bookkeeping error was made and the state just now found out about the problem. An error of this magnitude has the potential to severely limit this project. Both the County and City have already made budgetary plans to complete the project based on the fact that the full amount of $326,480 would accrue to the project. A change at this time would be virtually impossible. Additionally, right-of-way has been acquired from Eastern Oregon State College.

As you can see from the enclosed document dated December 8, 1980, the full amount was initially approved. If this situation cannot be remedied in some manner, the City's options are extremely limited. The scope of the proposed project will have to be scaled down. Bike paths, the overlay between Sixth and Seventh Street, and reduction of street width by four (4) feet will all have to be accomplished if the revised figure of $261,000 is firm.

Your assistance in clarifying this problem will be greatly appreciated. If you need additional information, please do not hesitate to contact this office.

Sincerely,

Lynn Hamilton
City Manager

LH/mc
Encl:

ATE OF OREGON

INTEROFFICE MEMO

☐ ☐ ☐ RME ☐ ROE

DATE: December 8, 1980

☒ RFA DEC 22 1980 ☐

RECEIVED
REGION 5 OFFICE

H. S. Coulter
State Highway Engineer

ROM: D. E. Swan
Operation Programming Engineer

UBJECT: Proposed Federal Aid Urban Project

The City of LaGrande is requesting a $371,000 project to reconstruct a 0.45 mile segment of "C" Avenue and Gekeler Lane. The project will provide a two-lane curbed facility with bicycle lane each side and a pedestrian/bikeway on the north side. State will perform preliminary and construction engineering. The location of the proposed project is indicated on the attached sketch. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share	City Share
LaGrande	6th Street - 12th Street "C" Ave./Gekeler Lane, FAU 4620	$371,000	$326,480 261,000	$22,260	$22,260

Region 5 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 12/9/80

GEZ:pf
Attachment
D. E. Swan - Please Program and Update PMS.
cc w/Attachment:
F. B. Klaboe
L. W. Rulien
E. S. Hunter
D. H. Moehring
C. T. Keasey
R. L. Schroeder
G. Bell
J. H. Versteeg
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Region 5:
W. E. Schwartz
R. Lang
D. English

Files

cy J. A. Schlieski
W. A. Hamilton
For your information

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
DEC 1 1980
REFERRED TO
FOR

9389

City of La Grande COUNCIL-MANAGER FORM OF GOVERNMENT SINCE 1913

IN THE GRANDE RONDE VALLEY - THE BLUE MOUNTAINS - NORTHEASTERN OREGON

(503) 963-7161 P.O. BOX 670

La Grande, Oregon
97850

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ L RFA JUL 06 1981 ☐

RECEIVED
REGION 5 OFFICE

July 2, 1981

Mr. Roger Lang
Oregon State Highway Division
Box 850
La Grande, OR 97850

RE: FAUS Project - Gekeler Lane
Seventh to 12th

The City of La Grande agrees to a 2 week advertising period in lieu of the normal 3 week period. It is believed that this will improve our chance of making the D.O.T. bid letting of August 20, 1981, and will not significantly decrease competitive bidding. Recent projects in the area have shown an owner advantage in the numbers of bidders and in the amounts bid.

We will cooperate in any way possible to expedite this project. Some of the things that might help would be review/approve plans and specs in Salem, or to call a special Council meeting if necessary.

Please let me know if some special action on the City's part may shave some time off the process.

Sincerely,

Wm. A. Hamilton

Wm. A. Hamilton, P.E.
City Engineer

WAH/mc

CC: Lynn Hamilton, City Manager
John Hergesheimer, Asst. City Engineer
Ron Gross, Public Works Director
Ron Perkins, Parks & Leisure Serv. Dir.

cy D.E. Swan ✓
Duane Christensen
Lyle Watson
Jack Sullivan
J.A. Schlieski

W

9389

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Operation Programming Engineer

DATE: June 19, 1981

Attention: Gary Zehner

SUBJECT: Revised Location Data
6th St.-12th St. Section
"C" Avenue/Gekler Lane, FAU 4620
City of La Grande

Enclosed is copy of a letter from the City of La Grande requesting 82% Federal funding for the above subject project. Also, identified are items to be eliminated and/or reduced from the original location data submitted to the Location Section and presently being held in limbo by the Local Government Unit until the funding problem is resolved.

The proposals by the City have been reviewed and approved by the City Council during their regular session held on Wednesday, June 17, 1981. These revisions have been incorporated into Location Narrative Report (ammended 6/18/81) and Location Cost Estimate and Quantity Summary (Revised 6/18/81) which are enclosed.

I have discussed the narrowing of the roadway section with Dave Carter, FHWA, Area Engineer, who can see no problem as parking will be prohibited by City Ordinance.

Please take the necessary steps to advance the project through the design stage and contract letting at the earliest possible date.

Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

RCL/vt
Enc.
cc: Lynn Hamilton
W. A. Hamilton
Judge Misner w/enc.
Alvin Campbell w/enc.
Frank Terpin w/enc.
J. A. Schlieski w/enc.

To PHIL
6/22
GNP

9389

LOCATION NARRATIVE REPORT (AMENDED 6/18/81)

oject: 6th - 12th St. Section (La Grande)
"C" Ave. / Gekler Lane
Union County

Work to be done: Construct 40' curbed street with bike path.

The Location Narrative Report as submitted is substantially correct. The following items have been revised inorder to downscope the project approximately $60,000.00.

The typical section has been reduced from a 44' wide curbed street to a 40' wide curbed street with an 8' maximum width pedestrian/jogger/bikepath incorprated on the north side. The revised street will have 2 - 12' travel lanes and 2 - 8' bikeways.

rizontal ginment:	We'll still hold the new centerline as originally proposed. We were tight on R/W on both sides.
ginning Project:	The beginning of the project has been revised from stattion 16+96 to 19+50. This existing section will not be overlaid and the proposed pedestrian/jogger/bikepath will tie in to the existing concrete sidewalk.
rbs:	Curbs will still begin at the same beginning stations.
dewalk:	All sidewalk work has been deleted. The City of La Grande plans to use their own funds to improve this section back to 6th St. for a bikeway.
eelchair np:	The necessary wheelchair ramp at 6th St. will be constructed by the City of La Grande.
destrian/ gger/ kepath:	The bikepath width has been reduced from 10' to a maximum of 8', and the AC surfacing has been reduced from 2" to 1½".
version x:	Any necessary diversion box at station 31+60 will be constructed by the City of La Grande.
sh k:	The proposed use of a type MO inlet on the culvert under Mattoon St. has been deleted. The City of La Grande will construct any necessary trash rack.
ra for halt roaches:	This work has been deleted. The paving limits should be shown on the plans so as to include this work under other bid items.
lities:	These revisions should have little effect on the anticipated utility relocation work.

ainlink nce: The chainlink fence planned for the Birnie Park area has been deleted by the City.

pe 2 nce; Station 35+05 to 38+55 on the left - a fence will be constructed on the new R/W line by the City of La Grande as required.

il Fence d Gate: Station 32+20 to 34+80 on the left - the existing lodge pole pine rail fence and Powder River gate will be relocated by the City to the new R/W line.

riping: Striping will be gaken care of later by the City of La Grande.

tting te: We'd hoped to complete this project during this construction season. We don't want this project started and then left open for the winter. If we can't make a letting this summer - we'd better schedule an early spring letting. In an event we want to keep the contract time down to a minimum.

Joseph A. Schlieski

Joseph A. Schlieski
Resident Engineer

LOCATION COST ESTIMATE AND QUANTITY SUMMARY (REVISED 6/18/81)

SECTION 6th to 12th St. Section UNIT OR PART ________ sheet 1 of 3

HIGHWAY "C" Ave./Gekler Lane PREFIX 331-1947-901 COUNTY Union

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization (9%)	L.S.	100%		21,000.00
2		Temporary Protection & Direction of Traffic	L.S.	100%		6,800.00
3		Temporary Signs	Sq.Ft.	120	6.50	780.00
4		Temporary Barricades	Each	6	100.00	600.00
5		Temporary Cont. Reflec. Traffic Barrier	L. F.	87.5	8.50	743.75
6		Flagmen	Hour	125	21.00	2,625.00
7		Clearing & Grubbing (light)	L. S.	100%		1,500.00
8		Removal of Structures & Obstructions	L. S.	100%		3,000.00
9		General Excavation	Cu.Yd.	4,000	6.00	24,000.00
10		Finishing Roadbed and Slopes	L. S.	100%		2,000.00
11		Lime Treated Subgrade (6" depth)	Sq.Yd.	9,334	2.00	18,668.00
12		Lime for Treated Subgrade (6%/65#/cu.ft)	Ton	82	100.00	8,200.00
13		Gridrolled Aggregate Subbase (9" depth)	Sq.Yd.	9,334	1.50	14,001.00
14		3/4"-0 Aggregate Base (2" depth) commercial	Sq.Yd.	13,900	1.30	18,070.00
15		Trench Excavation	Cu.Yd.	348	10.00	3,480.00
16		8" sewer pipe	L. F.	206	15.00	3,090.00
17		15' sewer pipe	L. F.	4	18.00	72.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY (REVISED 6/18/81)

SECTION 6th to 12th St. Section UNIT OR PART ______ sheet 2 of 3

HIGHWAY "C" Ave./Gekler Lane PREFIX 331-1947-901 COUNTY Union

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
18		18" sewer pipe	L. F.	731	25.00	18,275.00
19		18" culvert pipe	L. F.	196	20.00	3,920.00
20		24" culvert pipe	L. F.	38	25.00	950.00
21		CG-1 Inlets	Each	8	500.00	4,000.00
22		Salvage and re-install inlets	Each	2	100.00	200.00
23		Adjust Manholes	Each	7	160.00	1,120.00
24		Adjust Valve Boxes	Each	4	75.00	300.00
25		Class "B" or "C" AC Mixture (6% commercial)	Ton	1,750	37.00	64,750.00
26		AC Bike Path - 1½" (6% commercial)	Sq.Yd.	1,822	5.50	10,021.00
27		Concrete curbs	L. F.	3,840	5.00	19,200.00
28		Concrete Driveways	Sq.Yd.	110	18.00	1,980.00
29		Permanent Signing	Sq.Ft.	100	10.00	1,000.00
		Total estimated Construction cost - - - - - - - -				$254,345.75
		Plus 20% for Engineering & Contingencies -				50,869.15

LOCATION COST ESTIMATE AND QUANTITY SUMMARY (REVISED 6/18/81)

SECTION 6th to 12th St. Section . UNIT OR PART ______ sheet 3 of 3

HIGHWAY "C" Ave./Gekler Lane PREFIX 331-1947-901 COUNTY Union

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
		Anticipated Items - - -				
		Striping - - - - - (by others) - - - - - - - - - -				(2,000.00)
		Salvage & reconstruct rail fence & gate - - (by others) - -				(3,000.00)
		Const. Diversion Box - - - (by others) - - - - -				(500.00)
		Temporary Erosion Control				1,000.00
		Asphalt Cement Adjustment (not required on mixture)				( )
		Adjust City Utilities - - (by others no reimbursement requested) - -				(5,000.00)
		Install Type 2 fence - - (by others)- - - -				(1,050.00)
		Seeding & Mulching - - (by others as req'd) - -				(750.00)
		Install trash rack - - (by others) - - - - -				(200.00)
		Tack Coat - incidental quantity -(payment included in mixture)				( )
		Extra for Asphalt Approaches - (define paving limits on plans)				( )
		Total estimated cost - - - - - - - - - - - - - - - - -				$306,214.90

[illegible] 6/12/81

LAGRANDE
"C" AVE / GEKLER LANE
Proposed REVISIONS

Total available funds $260,585 ÷ 82% = 317,787 Max. Fund. Proj.
{ State 28,601
{ Local 28,601

Present total est. by JOE (corrected)
const. $290,608.25
Engr & conting 58,121.65

Anticipated items 15,500.00
$364,229.90
− 317,787
$ 46,443 Short

Reduce bike path by $7,000

Note- as $6,680 will go. const. from 12th to 6th for

Eliminate O'lay, 6th to 7th $6,610

189 Tons @ $35

Narrow street typical
Exc $24,000
{ Lime 9,000
{ Labor 20,460
Grid R. Base 15,360
Lev. Crse. 19,800
"B" AC 77,000
$165,620 × 4/44 = 15,056

Eliminate Chain Link Fe. 5,000

Total reduction const. items 33,666

...ticipated items 15,500
...minate Adj. of
City Utilities − 5,000
$10,500

$290,608
− 33,666
256,942 Rev. Const. Est.
51,388 Engr & Cont.
$308,330
10,500
$318,830 ($1043 over [illegible]

Gary Zehner
Joe Seledaski [illegible]

9387

STATE OF OREGON

INTEROFFICE MEMO

DATE: ~~May 21, 1981~~ 6-12-81

TO: F. E. Terpin
Location Engineer

SUBJECT: 6th St. - 12th St. Section
"C" Ave./Gekler Lane, FAU 4620
City of La Grande

Enclosed is location survey data concerning the above subject project prepared by Joe Schlieski, Resident Engineer.

This project has been developed within the scope of the Project Request submitted by the City and in cooperation with Lynn Hamilton, City Manager and William A. Hamilton, City Engineer, who have reviewed and approved the proposed improvements.

It is felt the project is "pretty well cut and dried" and needs only to be reviewed in order to prepare the final plans. Right-of-Way Certification has been obtained and forwarded through the Right-of-Way Section. Project Management Section has been contacted and apparently the FAUS funds are available for construction.

The City is under the gun to get this project going. They would like to have the project let in July but this doesn't leave us much time. August would be the latest date acceptable provided the contract contain the stipulation the project will be completed this construction season.

If the Design Section cannot meet the desired letting date of July or August for preparation of plans, it is suggested to review the draft plans and return them to the Region for plan preparation.

Please advise.

R. D. Hector
Region Construction Engineer

RCL/vt
cc: Lynn Hamilton
William A. Hamilton
Lyle Watson
J. A. Schlieski

RECEIVED
MAY 20 1981
LOCATION SECTION

6-12-81
City Council to act on revised project to within available funding 6-15-81. & 82% Fed Match
We will hold Location data pending council action
G

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION 6th to 12th St. Section . UNIT OR PART ______ sheet 1 of 3

HIGHWAY "C" Ave. / Gekler Lane PREFIX 331-1947-901 COUNTY Union

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1		Mobilization (9%)	L.S.	100%		23,900.00
2		Temporary Protection & Direction of Traffic (3%)	L.S.	100%		7,700.00
3		Temporary Signs	Sq. Ft.	120	6.50	780.00
4		Temporary Baricades	Each	6	100.00	600.00
5		Temporary Cont. Reflec. Traffic Barrier	L. F.	87.5	8.50	743.75
6		Flagmen	Hour	125	21.00	2,625.00
7		Clearing & Grubbing (light)	L.S.	100%		1,500.00
8		Removal of Structures & Obstructions	L.S.	100%		3,000.00
9		General Excavation	Cu. Yd.	4,000	6.00	24,000.00
10		Finishing Roadbed & Slopes	L.S.	100%		2,000.00
11		Lime Treated Subgrade (6" depth)	Sq. Yd.	10,230	2.00	20,460.00
12		Lime for Lime Treated Subgrade (6%/65#/cu. ft.)	Ton	90	100.00	9,000.00
13		Gridrolled Aggregate Subbase (9" depth)	Sq. yd. Cu. Yd.	10,230 2,560	1.50 6.00	15,360.00
14		3/4" - 0 Aggregate Base (commercial)	Sq. yd. Ton	9,800 1,650	2.00 12.00	19,800.00
15		Trench Excavation	Cu. Yd.	350	10.00	3,500.00
16		8" Sewer pipe	L. F.	214	15.00	3,210.00
17		15" Sewer pipe	L. F.	4	18.00	72.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION 6th to 12th St. Section. UNIT OR PART ______ sheet 2 of 3

HIGHWAY "C" Ave./Gekler Lane PREFIX 331-1947 COUNTY Union

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
18		18" Sewer pipe	L. F.	731	25.00	18,275.00
19		18" Culvert pipe	L. F.	196	20.00	3,920.00
20		24" Culvert pipe	L. F.	38	25.00	950.00
21		CG-1 Inlets	Each	8	500.00	4,000.00
22		Salvage & re-install inlets	Each	2	100.00	200.00
23		Adjust Manholes	Each	7	160.00	1,120.00
24		Adjust Valve Boxes	Each	4	75.00	300.00
25		Class "B" AC Mixture (commercial / 6%)	Ton	2,200	35.00	77,000.00
26		Tack Coat	Ton	0.5	225.00	112.50
27		A C Bike Path - 2" thick (commercial / 6%)	Sq. Yd.	2,280	6.00	13,680.00
28		Extra for Asphalt Approaches	Each	2	225.00	550.00
29		Type MO Inlet	Each	1	600.00	600.00
30		Concrete Curbs - type "C"	L. F.	3,840	5.00	19,200.00
31		Concrete Driveways	Sq. Yd.	110	18.00	1,980.00
32		PCC Sidewalk	Sq. Yd.	180	20.00	3,600.00
33		Chainlink Fence - 4'	L. F.	500	10.00	5,000.00
34		Seeding and Mulching	Acre	0.5	1,500	750.00

Eliminate 7,C ?

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION 6th to 12th St. Section. UNIT OR PART ______ sheet 3 of 3

HIGHWAY "C" Ave./Gekler Lane PREFIX 331-1947 COUNTY Union

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
35		Permanent Signing	Sq. Ft.	100.00	10.00	1,000.00
36		Type 2 Fence	L. F.	350.00	3.00	1,050.00
		Total estimated construction cost - - - - - - - -				$292,488.94
		Plus 20% for engineering & contingencies -				58,497.79
		Anticipated Items - - -				
		Striping - - - - - - - - - - - - -				2,000.00
		Salvage & reconstruct rail fence & gate				3,000.00
		Const. Diversion Box				500.00
		Temporary Erosion Control				1,000.00
		Asphalt Cement Adjustment				4,000.00
		Adjust City Utilities				5,000.00
		Total estimated cost - - - - - - - - - - - - - - - -				$366,486.73

290,608.25

LOCATION NARRATIVE REPORT

Project: 6th St. - 12th St. Section (La Grande)
"C" St. - Gekler Lane
Union County

Work to be done: Construct 44' curbed street with bike path.

The project begins on "C" Avenue at the intersection of 6th street, continues easterly through transition alignment to Gekler Lane at "B" Avenue, then follows Gekler Lane to the intersection of 12th street. The proposed project consists of the construction of a 44' wide curbed street with a 8 - 10' wide pedestrian/jogger/bikepath incorporated along the north side of the project. The street typical section calls for 2 - 12' travel lanes with 2 - 10' bikeways. Parking will be prohibited along the route by ordinance.

History: Residential development along Gekler Lane, south and to the east of 12th street has generated considerable pedestrian traffic. Pedestrians must walk along the edge of the travel lanes because there is no shoulder through most of the project. The section is very popular with joggers and bicycle riders as it serves the south leg of a circuit around the Eastern Oregon State College campus.

The existing street has proven completely inadequate for the traffic using this route, with considerable base failure throughout.

R/W: The R/W width throughout the project is 80'. Originally the R/W width on Gekler, between "B" Ave. and 12th St. was 60'. The City of La Grande has acquired, by permit of entry, from EOSC an additional 20' on the north side. The R/W certification has been obtained by Harold Brainerd and forwarded to Salem.

The R/W cannot be increased or its alignment varied within the curve transition between "C" Ave. and "B" Ave. The major portion of this section is bound by the George S. Birnie Bicentennial Memorial Park. We want no conflict in this area since a 4 F statement would be necessary.

Throughout the project the R/W width is tight. We've generally used all that was available. We are not going to ask for additional R/W. If necessary the combination pedestrian/jogger/bikepath along the north side of the project will have to be narrowed to 8'.

Horizontal Alignment: Beginning at 6th St. the new centerline follows the center of the existing curbed section. As we traverse the reversing curve the degree of curve has been reduced to ease the curvature, and the new alignment pulls to the right of the present roadway centerline at "B" Ave. , and ultimately ends up on the left edge of the existing pavement at 12th St.

With the exception of the reversing curves, the new centerline was determined by utilizing the R/W available and generally fitting the typical section within the R/W.

Vertical Alignment: We've substantially used the existing roadway gradeline as the proposed finish grade. Vertical curves have been established with a suitable taper or match section on either end of the project, back onto existing pavement.

We've held the present gradeline for several reasons. Better matching of intersecting side streets and approaches. Less conflict with utilities and the existing drainage ditch on the right side. Trying to keep general excavation to a minimum.

Super Rate: Through the reversing curve we've utilized a maximum 1/2 of the design super. Due to the low speed and adverse winter weather conditions, lack of sufficient runoff for spirals, development of full super is not practical.

Typical Section: Beginning at 6th St., sta. 16+96, we will retain the present curbs and surfacing to approximately sta. 19+50. This section will be only 40' wide, curb to curb, but it is not considered justifiable to reconstruct this section solely to gain 4' of width.

Beginning at sta. 19+50 and continuing to 12th St. the roadway width will be 44' curb to curb, and a new base will be constructed throughout.

Traffic Count: A manual traffic count was taken by Region to assist in the base design. However the count, taken early this spring, did not reveal the logging traffic allowed by the City during the summer. The City issues some 40 permits for 5 axle log trucks per day during the logging season.

Base Design: Sta. 16+96 to 19+50, the existing base appears adequate with the planned 2" overlay. Base exploration in this area indicated 4" of AC, 8 - 10" of poorly graded 2" - 0 river run gravels on a clay subgrade. There appears to be visible signs of base failure in this area - however the pavement meet lines are badly eroded. If the decision is made to construct a new base in this area I'd still recommend we retain the curbs.

Sta. 19+50 to 12th St., the existing base is 4" of AC on about 2" of a river gravel and clay mixture, over lots of clay. Test holes, 3/26/81, by Region geologists indicated clayey subgrade throughout. In this area the following base design will be used - 6" lime stabilized subgrade, 9" of gridrolled aggregate base, 2" leveling course, 3½" AC, with a 1½" future lift of AC. See base design dated 5/1/81. This design gives us a CBE of 25" which agrees with the City's request.

General Excavation: Assuming the present grade as control and constructing a new base from 19+50 to 12th St. we have an average cut of 14 - 15". We've assumed no value in the existing surfacing through the area. Our estimate of 4,000 yds is based on the plotted "L" line x-sections. There is a waste area available off 12th St. near the end of the project.

Lime Treated Subgrade:

The lime treated subgrade has several advantages. There is always drainage or runoff from Mill Creek flowing in the roadside ditches. Part of the reason for the base failure to date has to be the saturated clay subgrade. Lime stabilization of the subgrade will help seal this water out of the roadway foundation. The lime treatment reduces the required excavation and grid-rolled base. With the ever present drainage and the clayey subgrade this section is going to be difficult to work with the normal grading practices. It may never dry to a condition suitable for the placement of a grid-rolled base. The lime treatment will cure the wet subgrade and contribute to the roadway base.

Grid-rolled Aggregate Base:

This material is available at a prospective material source owned by the City and located on Fox Hill Road, approximately a 4 mile haul through the city to the project. The material has been prequalified on lab report 81-3780. Another privately owned source is available near the City's. The private source has not been qualified but is essentially the same material.

Mining Permit - to get away from any mining permit at this time, I'd recommend to the city that they restrict the removal of the grid-rolled aggregate base material from their source to a maximum of 2500 yds. Since the estimated quantity is slightly more than 2500 yds, the additional material could be obtained from the private source(s).

The material proposed for use is a quarry run diced material - 6" maximum size.

The pay item should be - Grid-rolled Aggregate Subbase 9" Thick/square yard. Where the plans call for, or the engineer directs construction of aggregate subbase to a thickness other than the nominal thickness, these areas will be adjusted by converting them to an equivalent number of square yards of nominal thickness on a proportional volume basis. Payment will be rounded to the next whole yard.

3/4" - 0 Aggregate Base:

The 2" leveling course should be a commercial quality crushed aggregate, reasonably well graded and suitable to the engineer. The material is available from R D Mac, Inc. and other private suppliers in the area. The compaction specification should be with a roller having a minimum weight of 10 tons and conforming in general to subsection 401.36. Rolling shall continue until there is no appreciable reaction or yielding under the roller.

The pay item should be - Aggregate Leveling Course 2" Thick/square yard. It should be anticipated that some of the leveling course material will filter down into the grid-rolled base and it shall be the responsibility of the contractor to determine the amount of leveling course material required to complete the aggregate leveling course as specified. Where the plans call for, or the engineer directs construction of aggregate leveling course to a thickness other than the nominal thickness, these areas will be adjusted by converting them to an equivalent number of square yards of nominal thickness on a proportional volume basis. Payment will be rounded to the next whole square yard.

City Standards: We'll substantially use the City's Standards on Type "C" curb, sidewalks, wheelchair ramps, and driveways. Our standard specifications and drawings would apply - modified by the special provisions and contract plans.

Curbs: Existing type "C" curbs, sta. 16+96 to 19+85 on the left and 16+96 to 21+12 on the right will be retained. This section is 4' narrow but in good condition. Beginning at the ending station above, new type "C" curb will be constructed throughout to 12th St.

Poured in place curbs require some reinforcement in radii and over fill areas. See detail on plans.

Curb may be extruded, in which case no reinforcement would be required.

A curb bedding alternate is shown on the plans. The bedding material should be 3/4" - 0 aggregate base adjusted for payment under the bid item - Aggregate Leveling Course 2" Thick/square yard.

Some temporary curb is shown near "B" Ave. The City plans to improve "B" Ave. in the distant future.

Driveways: We've planned to make most of the residential driveways the maximum 25' width. The driveway serving the USDA Range and Wildlife Habitat Lab parking area will be a 35' wide commercial access.

Curb transitions on driveways will be only 2' in length. Curb exposure will meet the gutterline at driveways and wheelchair ramps.

Length of driveway aprons will vary. On the right side of the project, away from the bikepath, the aprons will be 3' in length. On the north side the apron will extend from the curb to the paved bikepath - approximately 2 - 3'.

All of the existing driveways are graveled with the exception of the Habitat Lab parking access - that surfacing is A C.

Sidewalk: Only sidewalk being constructed is sta. 16+96 to 19+00 on the left. This will be a concrete portion of the pedestrian/jogger/bikepath. This was done to save some trees and raise less havoc with existing residential improvements. The sidewalk will be 8' wide and substantially follow the existing grade.

Wheelchair Ramp: Only one wheelchair ramp will be required, that is at the beginning of the bikepath at 6th St. Minimum width will be 8'.

At the east end of the bikepath we plan to taper directly onto 12th St. There will be no curb in conflict.

Curb exposure will meet the gutterline at the wheelchair ramp.

Pedestrian/ Jogger/ Bikepath: We reviewed the standards for the bikepath construction and then did the best we could with what we had. Most of the bikepath will be 10' wide with a minimum width of 8' in certain areas as required to maintain slopes within the R/W or to clear obstacles. The City has requested a minimum 8' width with 10' being prefered.

Horizontal Alignment: the bike path substantially follows the alignment of the improved roadway. We have not tried to develop a centerline description. The path will have to be field fit between the roadway slopes and the R/W line.

Vertical Alignment: substantially the grade of the bikepath will follow the original ground. A finish grade utilizing vertical curves, etc. has not been developed. Again we are controlled by the roadway fill slopes, existing R/W width, etc. The only practical way to establish the grade is in the field. We have plotted a profile of what we propose to construct - for an indication of fill or cut quantities.

Drainage: we havn't noted any particular drainage problems. Most of the bikepath will have a 0.02'/' cross slope and there is sufficient gradient to eliminate local puddling.

Base Design: we've assumed 4" of 3/4" - 0 aggregate base and 2" of commercial A C.

Design costs: both this office and the City feel that the development of any computerized gradeline or centerline is not warranted for the proper establishment of this bikepath.

Drainage: We don't have any positive determination of the possible drainage that could affect this project.

I've included a flood frequency report prepared by the Corp of Engineers in 1977. This is a preliminary report but does point out the problems involved. I don't understand all I know about it! However the drainage map 1 shows a "Y" in Mill Creek with the southerly branch going through Birnie Park, crossing Gekler Lane, and then going almost due east to its intersection with Taylor Creek. This flow pattern has been changed by the development of the USDA Range and Wildlife Habitat Lab. The flow of Mill Creek now follows the roadside ditches from Birnie Park along Gekler Lane, crosses to the north side of Gekler at 12th St., then flows due north along the west side of 12th to the point shown on the map 1 where the creek crosses 12th St.

Apparently the northerly branch of Mill Creek carries most of the drainage flow. During stages of high runoff a manmade diversion dam is placed at the "Y" in Mill Creek to direct the flow substantially into the northerly branch. In the event that the diversion dam fails a large flow may seek out the southerly branch of Mill Creek. Portions of this branch of Mill Creek is carried in 12" culverts under streets, etc. to the west of Birnie Park. When the flow exceeds the capacity of the culverts the creek overflows into the residential area, into stormsewers, etc.

Drainage Cont: The existing culverts, sized between 12 & 15", along this section of Gekler Lane have been adequate for the runoff experienced todate.

We've selected 18" stormsewer and culvert pipe for this section, with the concurrence of the City Engineer, for larger capacity, better flow, and easier maintenance.

Stormsewer: Beginning at the manhole at station 19+93 and extending to 25+00 we're constructing an 18" stormsewer line so that the existing ditch on the right side can be eliminated and the roadway alignment pulled to the inside of the existing curvature. From 25+00 onto the 24" culvert under Gekler Lane at 12th St. we'll use the existing ditch on the right side of the road and upgrade all the culverts to 18".

Between station 28+00 and 30+00 on the right we propose to install 215' of 18" culvert due to the planned ditch back slope going beyond the R/W line.

The 24" culvert crossing Gekler Lane at 12th will be extended to provide for the connection of the bikepath to 12th St., allow for the fill slopes, etc.

Inlets: We've proposed the use of CG-1 inlets with grates placed for bicycle riders. To determine or estimate the spacing we used a maximum gutter flow width of 4' and 0.04'/' slope. We estimated a maximum spacing of 500' on the crowned roadway. We used approximately 400' spacing and selected points on the reversing curves. We tend to design to many inlets for this area for some reason. If we have a great problem with the number of inlets we need to discuss any revision with the City.

We're using 8" cross pipes with the outlet being directly into the drainage ditch. We'd recommend leaving these outlet pipe ends square for ease of maintenance, etc. Cover is going to be shallow in the subgrade due to grade restriction and the elevation of the outlet ditch. We'd prefer not to increase the depth of the drainage ditch.

Drainage Ditch: In reviewing the plotted x-sections you'll note that we've generally used the existing drainage ditch on the right side of the roadway as is. You'll also note that in some areas the backslope of the ditch extends beyond the R/W line. This is a pre-existing condition and we plan no work on the backslope on this project.

Diversion Box: Near station 31+60 there is an 18" concrete culvert crossing the roadway which supplies some stock water to EOSC rodeo stock area. Water currently flows down both sides of the existing roadway and there is little need for water to cross from the southside ditch. With the elimination of the ditch on the north side all stock water will have to taken across the road at 31+60. We plan to build a diversion box or a headwall on the culvert under the drive to divert some water to the stock area.

alvage and Re-install Inlets: At Mattoon St. there are two existing inlets with a short connection into the present culvert under Mattoon St. We propose to salvage these inlets and reinstall them with a suitable connection to the new 18" culvert.

Type M O Inlet:	We've proposed the use of a type MO inlet on the inlet end of the long 18" culvert under Mattoon St. This is probably an error - what we really need is a sloped trash rack that will help keep this long culvert clean.
A C Pavement:	The A C should be a commercial mix, class "B" or "C", with 6% asphalt. This material will probably come from Rogers Asphalt Paving in Island City. Payment by the ton would be no problem.
Extra for Asphalt Approaches:	We've allowed for 2 asphalt approaches - one at the habitat lab parking lot and the other for the small parking area at Birnie Park. I'm not certain that this is required in either case. The plans could show the limits of the paving going around the small parking lot at the park and we'd have to replace the surfacing in kind at the habitat lab driveway. This work could be covered under other bid items if shown correctly.
Utilities:	City of La Grande: maintains a sanitary sewer system in this area. The only conflict noted is the adjustment of the manholes to finish grade. We've included a bid item for this work. The City is considering sewer taps to the R/W line on certain undeveloped lots. This work would be done by the City forces. City of La Grande: maintains a water distribution system in this area. There some conflicts with watermeters, fire hydrants and valves. We anticipate no conflict with the mainline, but may experience some conflict with service lines. We plan for the City to adjust this conflicts while being re-imbursed through the project. CPNational: maintains a natural gas distribution system in this area. We anticipate no conflict with the mainline, but again may experience some conflict with services to the residences. No re-imbursement to the utility. CPNational: maintains electrical power in this area. There are power poles that need to be relocated, 7 definite conflicts and 2 probable conflicts. There is also at least one buried service crossing Gekler Lane that may be a conflict during construction. No re-imbursement to the utility. General Telephone Co.: maintains the telephone service in this area. Part of their system is buried and part is aerial. That portion that is aerial generally contacts power poles. The buried section is along the north side of the reversing curve. Through this area we're making a fill or a very shallow cut for the bikepath. We don't anticipate a conflict in this area but buried cables tend to vary in depth. Cablevision: maintains T V service in this area. They generally contact telephone poles or the same poles contacted by the telephone company.

Chainlink Fence: Between station 21 and 26 on the right side, the City is concerned about safety of the public using Birnie Park. On the existing section of roadway the deep drainage ditch seperates the park area from the roadway. With the proposed improvement most of the drainage ditch will be eliminated and there will be very little seperation between the park and the roadway. We propose to construct a 4' chainlink fence along the R/W line to prevent children and pets from straying into the roadway.

Type 2 Fence: Station 35+05 to 38+55 on the left - there is an existing woven wire fence. This area is still being used as pasture for horses or cattle. A new fence will have to be constructed on the new R/W line.

Rail Fence and Gate: Station 32+20 to 34+80 on the left - there is an existing lodge pole pine rail fence. We plan to salvage and reconstruct this rail fence on the new R/W line. I don't think there is any way to establish a bid item for this work. We plan to have an anticipated item on the contract and complete this work as extra work.

There is an existing metal gate on the driveway at station 34+90 that we plan to salvage and re-install on the new R/W. This work could be completed on the same extra work order as the rail fence.

Illumination: The City of La Grande plans to place some illumination on the reversing curve section. This work will be done by the City on a city-wide contract with C P National.

Temporary rotection & Direction of Traffic: We plan to close this section to through traffic while under construction. The city is all ready advising the local residents. We don't plan on signing a detour route. This is a residential area and the local traffic can determine their own route home.

Temporary Signing: The only temporary signing planned is "Road Closed to Thru Traffic"; the required signs for flagging.

ermanent Signing: Permanent signing should include Bikepath signs as required, speed limit, and curve. Design speed is 25 mph.

triping: Striping by State Forces will be required when the project is completed. Centerline and Bikeway striping is involved. Temporary permanent striping will be required on the east end of the project to direct traffic from the narrow two lane section into the 44' wide improved section.

etting Date: We hope to make the July letting with this proposed project. Completion must be scheduled for this construction season. Keep contract time to a minimum.

Joseph A. Schlieski

Joseph A. Schlieski
Resident Engineer

9389 6-9-81

LA GRANDE

Discussions w/ Coulter, Schwartz, Moehring, Penhollow and Klein Re: Gekeler Lane project funding, because of Linn Hamiltons call to Bob Brogoitti who called Coulter.

LOC approved the City's request, on Nov 12, 1980, for a 7 year advancement of funds, TEC 371,000 - 326,000 FF. At that time City was $49,410 in the hole on two ongoing projects. Maximum funds available 708,517 (FF) Klein agreed that City must make up the difference between maximum 7 year advancement and total cost of projects, whether they use the 7 year adv. for Gekeler and make up the difference on 2nd St. Viaduct is their choice, but -7 years is the limit. Klein discussed this w/ Bill Hamilton PWD in La Grande - he was aware of the funding shortfall and said they were looking at options of shortening Gekeler, also he feels there may be underrun on 2nd St of 10-20,000. I relayed to Moehring & he was to discuss w/ Coulter.

G

6-12-81 82% Fed Match

Total FF	708,517
Less Gove & Portland	216,629
Less 2nd St.	217,415
Balance	274,473
Less PE	13,888
Balance	$260,585 ÷ 82% $317,786 available for construction

6/22/81 NOTE!!

Copies of this given to Mike Caldwell, Co. Comm. in discussion w/ Scott Coulter / Buz Swan

DmH.

9389

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: 6th Street-12th Street (La Grande)
Highway: FAU 4620, "C" Ave./Gekeler Lane
County: Union
Prefix: 331-1947
Res. Engr. J.A. Schlieski

Date May 1, 1981
Twenty Year Traffic Coefficient 7.8
18 kip s.a. per day 39
R Value 10
Frost Penetration 36"±
CBE Total Requirement 25.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
3.5"	A.C.	7.0"
2.0"	A.L.	2.0"
9.0"	A.S.B.*	7.0"
6.0"	L.T.S.	6.0"
22.0"		25.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

* Material for aggregate subbase is available from City owned source.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D.E. Swan

6

9389

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

4-22-81

Highway # 731

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-4620 (1) Prefix 331-1947

Project Name 6th St. - 12th St. (La Grande) C St./Gekeler Way

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at La Grande, Oregon, this 22nd day of April, 1981

City of LA GRANDE

Mayor

City Recorder

Certified By:

Regional Right-of-Way Supervisor

Date May 4, 1981

[illegible] B and C

G

9559

February 17, 1981

AGR 6

City of La Grande
City Hall
La Grande, OR 97850

Attention: Elden Slippy
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7437

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of 6th Street-12th Street Section of C Avenue/Gekeler Lane in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:bak

Attachment

bc: Don Harwell (Agree. att.)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 8, 1980

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of LaGrande is requesting a $371,000 project to reconstruct a 0.45 mile segment of "C" Avenue and Gekeler Lane. The project will provide a two-lane curbed facility with bicycle lane each side and a pedestrian/bikeway on the north side. State will perform preliminary and construction engineering. The location of the proposed project is indicated on the attached sketch. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share	City Share
LaGrande	6th Street - 12th Street "C" Ave./Gekeler Lane, FAU 4620	$371,000	$326,480	$22,260	$22,260

Region 5 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:
H S Coulter
State Highway Engineer

Date 12/9/80

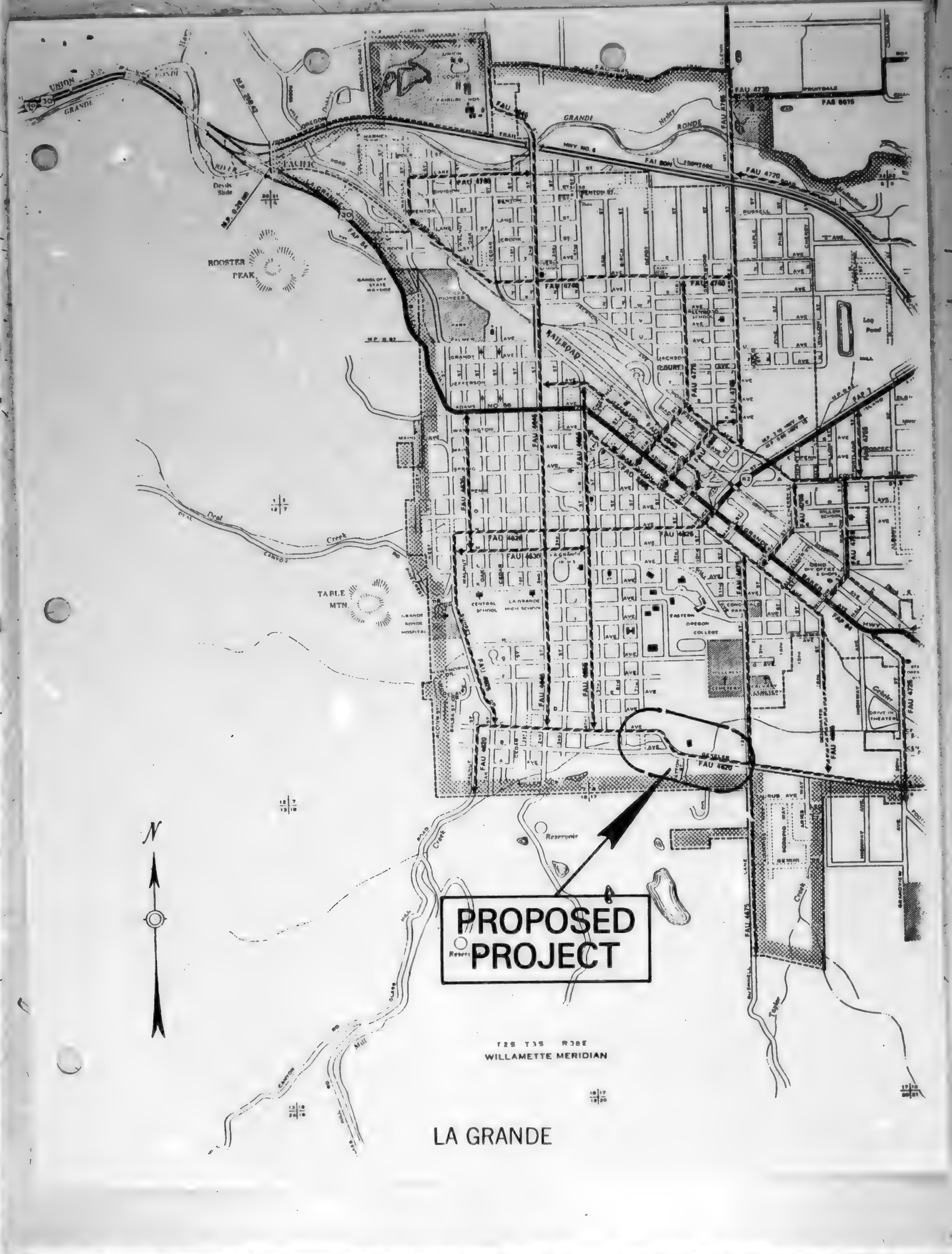
GEZ:pf
Attachment

12-9-80
cy Gossman
Machinery
Files

for report

Contains
Recycled
Materials
81-125-1387

SP*75683-125


PROPOSED
PROJECT
N
ROOSTER PEAK
TABLE MTN.
RAILROAD
EASTERN OREGON COLLEGE
LA GRANDE HIGH SCHOOL
CENTRAL SCHOOL
GRANDE RONDE HOSPITAL
FAU 4620
FAU 4720
FAI 80N
Reservoir
T2S T3S R38E
WILLAMETTE MERIDIAN

LA GRANDE

9389

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-12-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-4620(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Union

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10107

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/12/81

8. FEDERAL ROUTE NUMBER FAU 4620

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
6th Street - 12th Street (La Grande) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work and archeological salvage

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 2/6/81 at a TEC of $15,750

Federal Funds $13,888.

Moehring

2-24-81

14. DATE 2/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9389

Re [illegible]2d St. Viaduct
4BE - FALL

CAREY & JOSEPH
ATTORNEYS AT LAW
A PROFESSIONAL CORPORATION
901 WASHINGTON AVENUE
P.O. BOX 1399
LA GRANDE, OREGON 97850

WILLARD K. CAREY
STEVEN J. JOSEPH
[redacted]

TELEPHONE
[illegible]

RECEIVED
FEB 10 1981
[illegible]

Settlement of
Suit —

February 9, 1981

Mr. Eric Valentine
Attorney at Law
P.O. Box 967
La Grande, OR 97850

Re: Wilson v. City of La Grande

Dear Eric:

Bill Wilson has authorized me to accept the City of La Grande's offer of settlement for the second cause of action contained in your letter of January 13, 1981 in the sum of $1,500. This acceptance of the offer of settlement in the sum of $1,500 is conditioned upon receiving from you as soon as possible a check payable to the order of William Wilson and Carey & Joseph in the sum of $1,500 and upon the further condition that the acceptance of this offer does not release the other claims of Mr. Wilson now being defended by the law firm of Corey, Byler & Rew.

Shall look forward to receiving a check from you at your earliest convenience.

Sincerely,

Bill Carey

WILLARD K. CAREY

WKCpn

CC: Bill Wilson

Check issued dated 2/17/81 for $1,500. General Fund, Special Expenditures, Line Item 215

cy D.E. Swan
Attention Gary Zehner

W

HELM & VALENTINE
LAWYERS
1215 WASHINGTON AVE.
LA GRANDE, OREGON 97850

CARL G. HELM, SR. 1881-1949
CARL G. HELM
ERIC W. VALENTINE
STEPHEN P. RIEDLINGER

POST OFFICE BOX 947
TELEPHONE:
AREA CODE 503
963-3104

January 13, 1981

Bill Carey
Attorney at Law
P.O. Box 1399
La Grande, Oregon 97850

Re: Wilson v. City of La Grande

COPY

Dear Bill:

As we discussed last week, the City of La Grande is willing to offer $1,500 in settlement of Bill Wilson's second cause of action. The City Council was quite reluctant to make this offer in view of the appraisal from the State Highway Division which indicates there were no severance damages whatsoever and that the Second Street viaduct in fact has not diminished the general market value of this property.

I realize your client feels that he has been personally aggrieved, so to speak, by the improvement of the Second Street viaduct. Nonetheless, as we are both aware, the standard for damages is not Bill's personal inconvenience but rather the existing value of the property. In fact, I think a strong argument can be made that the value actually has been enhanced insofar as the landscaping on Second Street is much nicer, and the house is now protected from that traffic. Grandy is now almost a private road. Bill's garage does not face Second Street, but rather Grandy. The distance to Safeway, for instance, is the same now as it was before.

As regards the parking, I do not think that loss is compensable according to the case of Morris v. City of Salem, 179 Or 666 (1946). Also, of course, there still is total parking available on Second Street in front of Bill's house. There is access down a gently inclined slope, as well as steps.

The City of La Grande did accept the tender from the State of Oregon for this defense. The agreement between the City and the State provided that "City shall also contribute 100% of the amount by which the actual total cost exceeds the SBRP funds, and 100% of any construction items in which federal funds do not participate." At no time has Second Street ever been considered a state highway. The City totally initiated this project, and the state's only involvement was to funnel federal funds as required by federal regulations to the City. No Department of Transportation funds were expended in the project. If we must go to trial, I hope to remove the state by way of a summary judgment motion.

Thus, the pocket out of which any money will come is the City's. Should it not settle I will move for summary judgment on behalf of the City based on the facts that show Mr. Wilson has no compensable claim. The grounds for that case would be Boese v. City of Salem 40 Or App 381 (1979) in which the court held that no taking had occurred when the facts showed that the plaintiffs retained sufficient access to their property from another street, and hence the closure of an existing access had not interfered with a principal purpose for which plaintiffs' property was utilized.

Hopefully, we can settle this case and go on to other business.

Sincerely,

E

Eric W. Valentine

EWV:ls

cc: E. H. Hamilton
George Corey

9389

TO: E.J. Valach (actg.)
Division Administrato[illegible]
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO [illegible]ATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
City St., "C" St. & Gekeler Lane (La Grande) "6th St.-12th St. (LaGrande)Sec."	W32	10107	M-4620(1)	4620	City St.

2-6-81

Access Control None Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW 60'minimum

Water Development None Recreation & Historical Areas Birnie Park

Union 061

A-95 Review:

State Cl. No. .... Exempt___ Date Approved 1-20-81 PNRS #8012-2-680

Dist. 13 Cl. No. ..... Exempt___ Date Approved ______ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 1-9-81

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major___(None)

1-EIS___ 2-Draft Assessment & FONSI___ 3-Categorical Exclusion x

Notes: (1) Project in Congressional District 2.

(2) ______

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 15,750
FF	$ 13,888
STATE	$ 931
___	$ 931

For PR-37:

Field Phase	$
PS&E Phase	$

PRO RATA 88.18%

REMARKS:

1) Attached is an "Authority for Survey" and sketch maps.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-6-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9309

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JAN 2 1 '81

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: 6th St- 12th St La Grande

DATE: 1/20/81

The state has reviewed your project and reached the following conclusions:

☒ XX No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(5)Engr: W.E. Schwartz
Dis.(13)Engr: C.K. Ansell

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8012 2 680

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

12-18-80
[illegible] N GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9389 Form FHWA 121 (1/80)

L

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-4620(-)
Project Category Request
6th St.-12th St. (LaGrande)
"C" Ave./Gekeler Lane FAUS 4620
Union County

Date: January 9, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

The subject project category request submitted with your December 15, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg V, Env)

RECEIVED
TECHNICAL SERVICES
JAN 13'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9389 1-6-81 LaGrande

HIGHWAY DIVISION - ODOT

December 22, 1980

Final Design Unit

Donald Shaffer
Bicycle Route Engineer

6th Street-12th Street (LaGrande)
FAU 4620

Versteeg
✓ Anderson Dot
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 0 6 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

An adequate cross-section for two apposing lanes of vehicular traffic flanked by bicycle lanes would be 36 feet curb-to-curb. This would provide for 12-foot vehicular lanes and 6-foot bicycle lanes.

If bicycles are in the street then a 10-foot sidewalk is also not necessary. It appears to me that someone is designing for four 11-foot lanes with a 10-foot sidewalk/bikeway in the future. This is not an acceptable design.

Jan 6 1981

Duane

Roger Lang tells me that very little if any parking will occur in the 10 foot shoulder area; he also say that they would plan to use an 8" line and stencils designating the shoulder for bicycles. If these items are accomplished this would be an acceptable design.

Shaffer

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoudenmeyer
✓ Mann
Watson ✓ LW
Dorn
Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9389

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.
PRO 6

December 18, 1980

TO:
Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental
Council
Wallowa County Courthouse
Enterprise, OR 97828

FROM:
D. E. Swan
Operation Programming Engineer

SUBJECT:
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: 6th St.-12th St. (LaGrande)
Highway: FAU-4620 "C" Ave./Gekeler Ln.
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 24, 1981.

BLG:bke
Attachments
cc: G.L. Green, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter

W.J. Hart
Reg. 5 Engr.: W.E. Schwartz
Dis. 13 Engr.: C.K. Ansell
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
DEC 22 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734 31[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 — 12] APPLICANT ADDRESS STREET [45: Transportation Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: D.E. Swan — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: 6th St.-12th St. (LaGrande)

11 — 12] PROJECT LOCATION—CITY: FAU-4620 "C" Ave./Gekeler Ln. — PROJECT LOCATION—COUNTY: Union — PROJECT LOCATION [79: SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 — The purpose of the project is to remove the surface and base of the existing street,

06 — 12] and construct a curbed street and pedestrian/jogger foot-paths with drainage [71

07 — 12] features incorporated. Parking will be prohibited along the route by [71

08 — 12] ordinance. The existing route is narrow and in deteriorating, unsafe condition. [71

09 — 12] [71

10 — 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
327,000	----	22,000	22,000	----	371,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 — **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Dec. 18, 1980

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Jan. — 43] DAY [44: 24 — 45] YEAR [46: 1981

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Dec. 18, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

M-4620(-)

A. Project Identification:

		Date	December 15, 1980
Section	6th Street-12th Street (LaGrande)	City	LaGrande Hwy. No.
Highway	"C" Ave./Gekeler Lane FAUS 4620	Begin M.P.	Length 2,375 ft.
County	Union	Program Estimate	$371,000
Region	5	Funding Source	FAUS

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to remove the surface and base of the existing street, and construct a curbed street and pedestrian/jogger foot-paths with drainage features incorporated. Parking will be prohibited along the route by ordinance. The existing route is narrow and in deteriorating, unsafe condition.

C. Recommended Project Category and Documentation:

Project Category	Documentation
___ 1	Draft and Final EIS
___ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☒ Section 4(f) Determination

Basis for Recommended Category:

The proposed project is a safety oriented improvement project of limited scope, requiring only a minimal amount of right-of-way (a 20-foot strip amounting to .63 acres). Recommended type of action is Category 3 (Categorical Exclusion).

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	yes, graveled	curbs/paved
Average Daily Traffic (Volume/Year)	2,300	2,300
Alignment (New, Combined, Existing)	--	combined
Speeds (Posted/Estimated)	25 mph posted	25 mph posted

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres .63
Estimated Number of Parcels 1
Residential Relocation (No.) none
Business Relocation (No.) none

All right-of-way will be acquired from Eastern Oregon State College on the north side of the road.

2. Estimated Impact on Land Use:

none

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved safety for pedestrians, bicycle traffic, and vehicles because of the elimination of an adjacent ditch. Delineation of street, and space for horses, pedestrians, joggers and bicycles.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

none

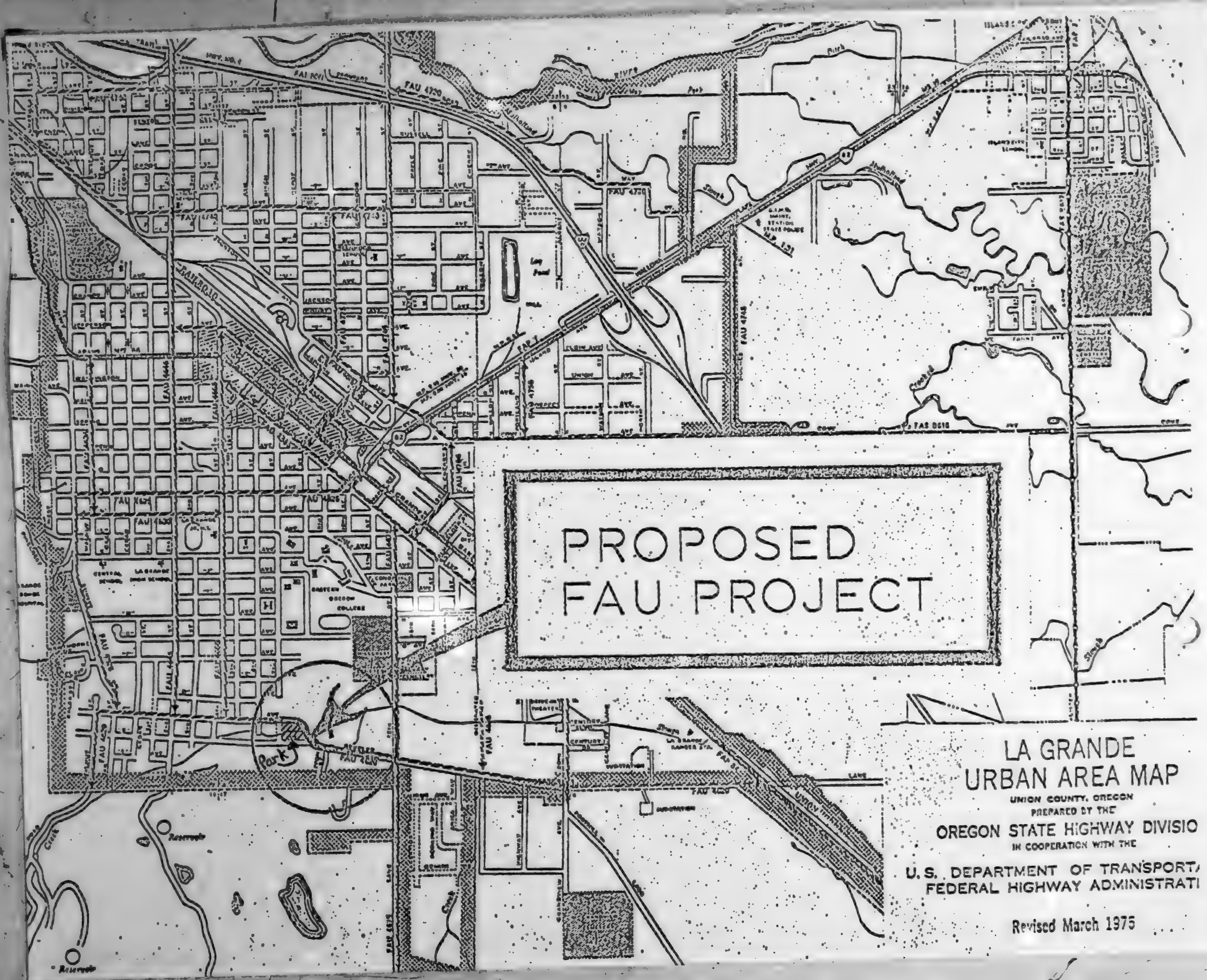
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Improved access to Bernie Park because of curb delineation of travel way. Bernie Park is located adjacent to the project (south side) but will not be adversely affected by the project.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

none

Name of Preparer and Phone Number: John Preston (963-3177)


PROPOSED
FAU PROJECT
Park
LA GRANDE
URBAN AREA MAP
UNION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISIO
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORT
FEDERAL HIGHWAY ADMINISTRATI
Revised March 1975

9389

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

M-4620(-)

A. Project Identification:

Date December 15, 1980

Section 6th Street-12th Street (LaGrande)

City LaGrande Hwy. No.

Highway "C" Ave./Gekeler Lane FAUS 4620

Begin M.P. Length 2,375 ft.

County Union

Program Estimate $371,000

Region 5

Funding Source FAUS

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to remove the surface and base of the existing street, and construct a curbed street and pedestrian/jogger foot-paths with drainage features incorporated. Parking will be prohibited along the route by ordinance. The existing route is narrow and in deteriorating, unsafe condition.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☒ Section 4(f) Determination

Basis for Recommended Category:

The proposed project is a safety oriented improvement project of limited scope, requiring only a minimal amount of right-of-way (a 20-foot strip amounting to .63 acres). Recommended type of action is Category 3 (Categorical Exclusion).

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	yes, graveled	curbs/paved
Average Daily Traffic (Volume/Year)	2,300	2,300
Alignment (New, Combined, Existing)	--	combined
Speeds (Posted/Estimated)	25 mph posted	25 mph posted

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	.63
Estimated Number of Parcels	1
Residential Relocation (No.)	none
Business Relocation (No.)	none

All right-of-way will be acquired from Eastern Oregon State College on the north side of the road.

2. Estimated Impact on Land Use:

none

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved safety for pedestrians, bicycle traffic, and vehicles because of the elimination of an adjacent ditch. Delineation of street, and space for horses, pedestrians, joggers and bicycles.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

none

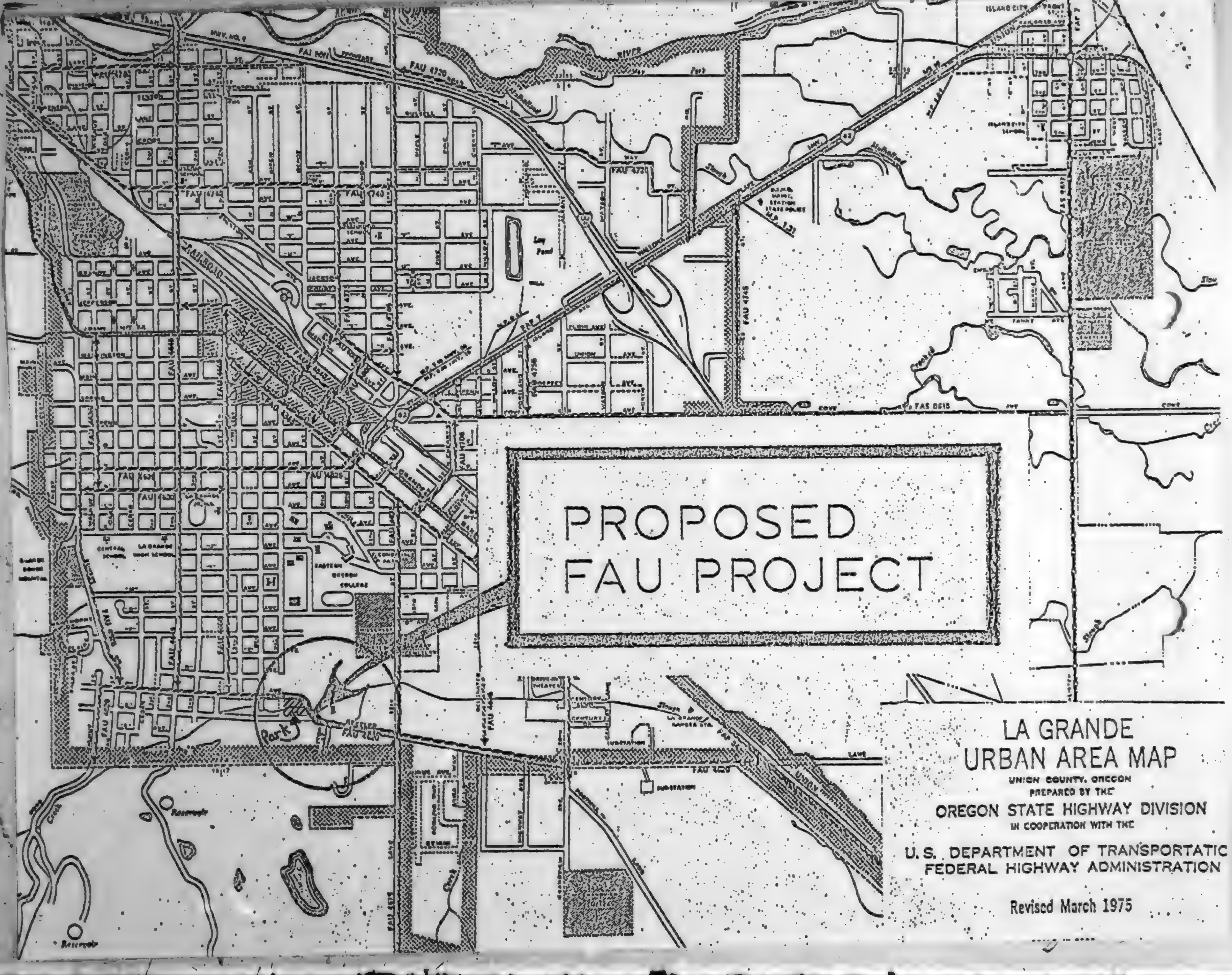
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Improved access to Bernie Park because of curb delineation of travel way. Bernie Park is located adjacent to the project (south side) but will not be adversely affected by the project.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

none

Name of Preparer and Phone Number: John Preston (963-3177)



PROPOSED
FAU PROJECT

Park
EASTERN OREGON COLLEGE
LA GRANDE HIGH SCHOOL
CENTRAL SCHOOL
RAILROAD
Log Pond
Reservoir
Creek
RIVER
FAU 4745
FAS 0615
COVE AVE
SUBSTATION
ISLAND CITY

LA GRANDE
URBAN AREA MAP
UNION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATIC
FEDERAL HIGHWAY ADMINISTRATION

Revised March 1975

9389

12-10-80

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAU PROJECTS					
Street Rehabilitation Project Lebanon	$225,280	$198,250	$13,515	$13,515	11-12-80
Carpool Program Eugene	$ 72,000	$ 63,360	NONE	$ 8,640	12-1-80
Broadway Ave.-Dewey Ave., Second St., FAU 4861 and Broadway Ave.-Auburn Ave., Fourth Street, FAU 4851 Baker	$331,320	$291,560	$19,880	$19,880	12-2-80
6th St.-12th St., "C" Ave./Gekeler Lane, FAU 4620 LaGrande	$371,000	$326,480	$22,260	$22,260	12-9-80
FAIX PROJECTS					
N.E. Columbia Blvd., FAU 9956 at N.E. 47th Avenue Portland	$ 75,000	$ 63,750	NONE	$11,250	11-26-80

December 10, 1980

H. S. Coulter
State Highway Engineer

12-11-80
orig. to Gorman
cy Moehring

9389

~~Kang~~

G

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date December 4, 1980

Section 6th Street-12th Street

Highway "C" Ave./Gekeler Lane FAUS 4620

County Union

Region 5

(Attach Sketch Map)

City La Grande Hwy. No.

Begin M.P. Length 2,375

Program Estimate $371,000

Funding Source FAUS

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to remove the surface and base of the existing street, and construct a 44-foot wide curbed street and 10-foot pedestrian/jogger footpaths with drainage features incorporated. The detailed street typical section calls for two 12-foot vehicle travel lanes with two 10-foot bikeways. Parking will be prohibited along the route by ordinance. The existing route is narrow and in deteriorating, unsafe condition.

C. Recommended Project Category and Documentation:

Project Category	Documentation
________ 1	Draft and Final EIS
________ 2	Environmental Assessment and Finding of No Significant Impact
XXX 3	Categorical Exclusion

Other Documentation:

- ○ Wetlands Finding
- ○ Cultural Resource Survey
- ○ Section 106 Procedures
- ○ Noise Study
- ○ Indirect Source Construction Permit
- ☒ Section 4(f) Determination

Basis for Recommended Category:

The proposed project is a safety oriented improvement project of limited scope, requiring only a minimal amount of right-of-way (a 20-foot strip amounting to .63 acres). Recommended type of action is Category 3, non-major (Catogorical Exclusion).

D. Descriptions:

Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	yes/graveled	curbs/paved
Average Daily Traffic (Volume/Year)	2,300	2,300
Alignment (New, Combined, Existing)	-	combined
Speeds (Posted/Estimated)	25 MPH posted	25 MPH posted

iminary Assessment of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres .63

Estimated Number of Parcels 1

Residential Relocation (No.) none

Business Relocation (No.) none

All right-of-way will be acquired from Eastern Oregon State College on the north side of the road.

2. Estimated Impact on Land Use:

none

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Improved safety for pedestrians, bicycle traffic, and vehicles because of the elimination of an adjacent ditch. Delineation of street, and space for horses, pedestrians, joggers and bicycles.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

none

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
Improved access to Bernie Park because of curb delineation of travel way. Bernie Park is located adjacent to the project (south side) but will not be adversely affected by the project.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:
none

Name of Preparer and Phone Number: John Preston 963-3177

9319

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 18, 1980

TO: D. E. Swan
Operation Programming Engineer

Roger C. Lang

FROM: Roger C. Lang
Federal Aid Engineer
By dt

SUBJECT: Proposed Project
6th St. - 12th St. Section
"C" St./Gekeler Lane, FAU
City of La Grande

To [illegible]
11-26-80

Enclosed is Project Request concerning the above described project as received from the City of La Grande and Union County.

The City and County are requesting advance of funds beyond the five year limitation described in the FAU Working Agreement. Verbal approval has been received from the Association of Oregon Counties and the League of Oregon Cities. Advancement of these funds will reduce the amount of unobligated funds in the FAU account.

The project category request is being reviewed by John Preston, Region Environmentalist and will be forwarded through the appropriate channels when complete.

Also enclosed is Reconnaisance Narrative, Location Prospectus, and Authority for Survey showing anticipated costs.

Please take the necessary steps to gain approval of the project request and program the project with the FHWA.

RCL/dt
Enclosures

cc: Wm. Hamilton
Joe Schlieski

cc. Swan

9389

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RCL/dt
Enclosures

cc: Wm. Hamilton
Joe Schlieski

cc: Swan

9389

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: Nov. 17, 1980

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: 6th St. – 12th St Section

HIGHWAY NAME: "C" St. / Gekler Lane

HIGHWAY NUMBER: FAU 4620

REGION 5	ADMINISTRATIVE DISTRICT 13	COUNTY Union	CITY La Grande

LENGTH:

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of La Grande

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

From 6th Street Easterly to 12th Street along "C" st and Gekler Lane.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 -	2 - 12'
SHOULDERS	2 -	
MEDIANS		
PARKING LANES		
SIDEWALKS	None	1 - 10'
BIKEWAYS	None	2 - 10'
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☒	☐	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	ES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☐	☐
Statewide Assessment categorical Exclusion	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☐	☐
Material Source	☐	☐	☒
Utilities	☒	☐	☐

Type power, city sanitary, cable T.V. telephone

	YES	NO	MA
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review with City	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	June 1981 (Region)	________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	13,150	
RIGHT OF WAY Anticipate donation	0	
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	269,410	
OTHER		
ENGINEERING & CONTINGENCIES	107,764	
PROJECT TOTAL	390,324	

SUBMITTED BY Roger C Long, Federal Aid Engr.

Form 81-734-3039

(GEKC001)

15

9389

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 6th St. - 12th St. Section (La Grande,) Date 11-17 1980

Highway "C" St./Gekeler Lane, FAU4620 Authorization No. 1

County Union #31 Survey Prefix 331-1947 (Assigned by Salem office)

Description of termini, route, length, etc.:

From 6th Street easterly to 12th Street along "C" Street & Gekeler Lane.

		Estimate of Cost
Field Survey	(901)	$6,000.
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	~~3,000.~~ 5,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	1,000
Soils and Geology	(910)	1,500.
Traffic	(911)	200
Landscape	(912)	
Liaison	(913)	250.
Utility	(914)	250.
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	200.
Specifications	(921)	1,200.
Environmental	(923)	150.
Foundation Exploration	(926)	
Free Bridge Design	(927)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Purpose of survey:

Prepare plans, specifications, and estimate of cost.

M-4620(1)

2-12-81

Estimate of cost:

Approved by Hwy Eng'r 12-9-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
EB 10 1981
LOCATION SECTION

Total estimated cost of survey $15,750

Previous authorization . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by: Roger C. Lang
Federal Aid Engineer
Field Engineer

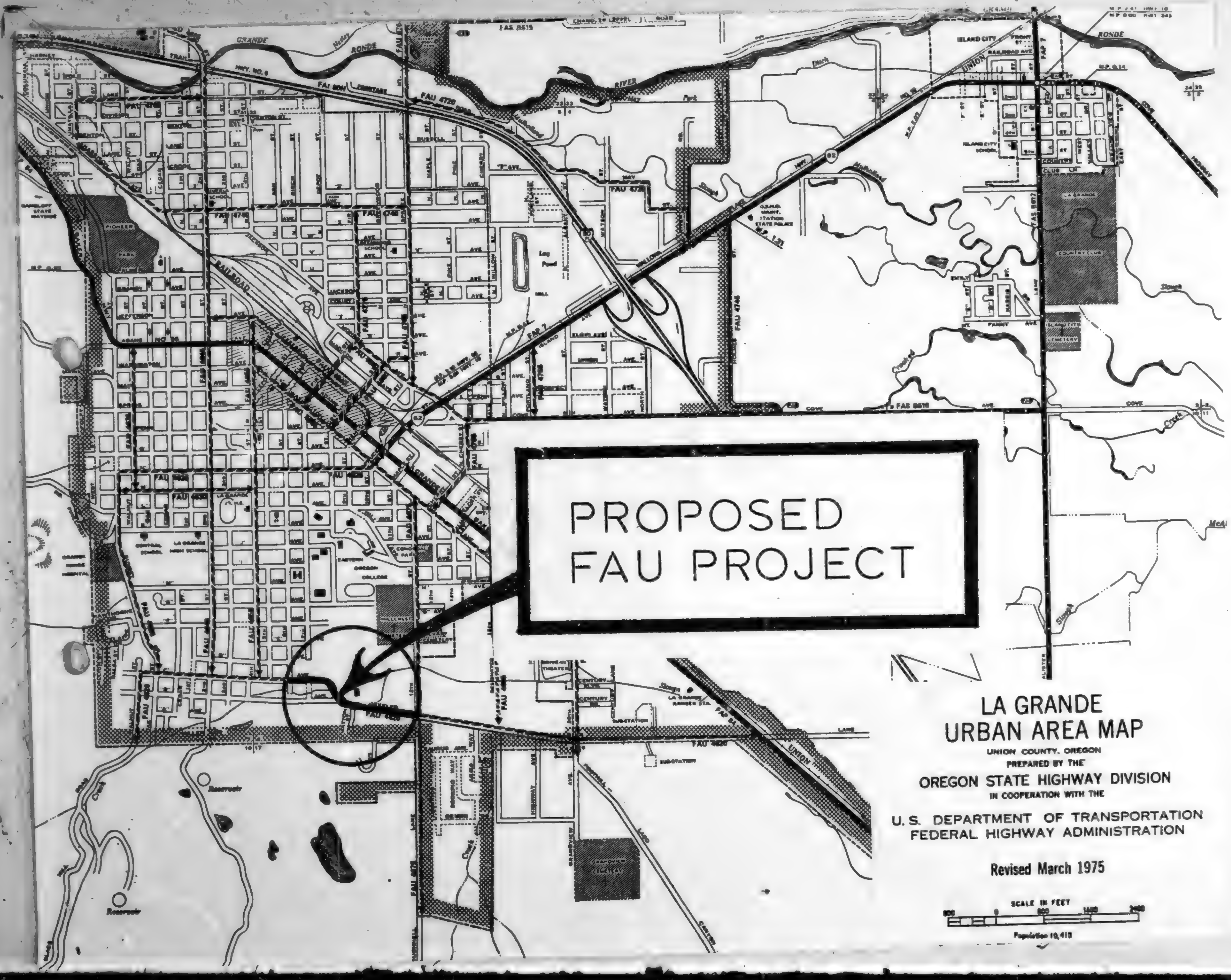
Recommended for Approval:
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

GP



GRANDE
RONDE
RIVER
RAILROAD
UNION
ISLAND CITY
COVE
FAU 4746
FAU 4720
FAS 8615
FAS 8617
FAP 7
82
EASTERN OREGON COLLEGE
PIONEER PARK
LA GRANDE COUNTRY CLUB
Reservoir
Creek
Slough

PROPOSED
FAU PROJECT

LA GRANDE
URBAN AREA MAP
UNION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised March 1975

SCALE IN FEET
800 0 800 1600 2400

Population 10,410

9389

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section 6th Street - 12th Street.
Highway "C" Ave./Gekeler Lane FAUS 4620
County Union
Region 5
(Attach Sketch Map)

Date November 10, 1980
City La Grande Hwy. No.
Begin M.P. Length 2,375 ft.
Program Estimate 371,000
Funding Source F.A.U.S.

B. Purpose, Need, and Description of Project (Describe Alternatives): Reconstruct to minimum arterial standards to accommodate increasing vehicular, bicycle, and pedestrian traffic. Local concern with safety of curve, narrow width, and deteriorating condition. Pave 44 ft. wide, curb to curb, realign curve, and provide a bicycle lane each side of pavement, plus a pedestrian path outside the pavement on north side.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☒ Section 4(f) Determination

Basis for Recommended Category:

City Park Right-of-way adjustment.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	Yes, Gravel	Curbs, Paved
Average Daily Traffic (Volume/Year)	2,300	2,300
Alignment (New, Combined, Existing)	N.A.	Combined
Speeds (Posted/Estimated)	25 mph Posted	25 mph posted.

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres ±11 (100' each side of project)
Estimated Number of Parcels 10 existing
Residential Relocation (No.) None
Business Relocation (No.) None

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved safety for pedestrians, bicycle traffic, and vehicles because of elimination of ditch close to road. Delineation of street, and space for horses, pedestrians, joggers, and bicycles.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Safer and better access to Birnie Park because of curb delineation of traveled way.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: Wm. A. Hamilton, City Engineer, 963-7161

RECONNAISANCE NARRATIVE
6th Street - 12th Street Section
"C" St./Gekeler Lane, FAU 4620

PROJECT DESCRIPTION

Project begins on "C" Street at the intersection of 6th Street, continues easterly through transition alignment to Gekeler Lane at "B" Street and terminates at 12th Street. The project request calls for removal of the existing surfacing and base and construction of a forty-four foot wide curbed street, ten foot pedestrian/jogger footpath with drainage features incorporated. The detailed street typical section calls for two twelve-foot vehicle travel lanes with two ten-foot bikeways. Parking will be prohibited along the route by ordinance.

The City is proposing alternate base and surfacing designs for the street section. Final design will be determined during the preliminary engineering phase by the Highway Division in cooperation with the city engineer but in no event will the immediate CRUSHED BASE EQUIVALENT be less than twenty-one with an ultimate of twenty-five.

PROJECT HISTORY

The project was identified by the City and County as the number two priority in February of 1975. It was also identified as a proposed project for the fiscal year 1977, but was deferred because of the involvement of FAU funds in the Second Street Viaduct. Both the City and County again indicated their desire to proceed with the project during their respective reguler meetings in October 1980.

The existing street has proven to be completely inadequate for the traffic volumes using the route even though the section was overlaid with a nominal two inch thickness of asphaltic concrete.

Residential development along Gekeler Lane and south of Gekeler Lane and east of 12th Street has generated considerable pedestrian traffic who must walk along the edge of the travel lanes as there is no shoulder to speak of. Also, the section is very popular with joggers and bicycle riders as it serves as the south leg of a circuit around the Eastern Oregon State College campus.

The nature of the proposed project may call for consideration of stage construction if the street is to remain open during construction. An alternative to this would be to identify detour routes and close the section to through traffic during construction.

RIGHT OF WAY & ENVIRONMENT

Right of way width on "C" Street is shown at eighty feet, a hundred foot + width is shown on the transition section from "C" Street to Gekeler

Lane, and a sixty foot width from "B" Street to 12th Street.

It would be desirable to realign the reversing curves connecting "C" Street and Gekeler Lane. The City feels this will not present a problem as they own the entire block bounded by "C", "B", and the transition alignment. However, I must point out the described area is designated as a park known as George S. Birnie Bicentennial Memorial Park developed and maintained by the La Grande Lions Club. I do not know how the use permit is written, but it should be explored to assure there is no conflict. A section 4(f) determination may be necessary.

The City hopes to obtain an additional twenty feet of right of way on the north side of Gekeler Lane from Eastern Oregon State College in order to accommodate the proposed typical section.

FUNDING

La Grande's present FAU balance is $49,140. The estimated cost of this project is $360,000 which results in a balance of $409,140 or 3.8 years beyond the 5 year draw on future funds identified in the FAU Working Agreement.

It is my understanding the City has contacted the League of Oregon Cities and the Association of Oregon Counties about going beyond the five year advance in order to reduce the large amount of unobligated FAU funds and have received verbal acceptance of the proposal subject to final approval by the Local Government Section.

RECOMMENDATION

It is recommended this project request be approved including the request for advancement of funds beyond the five year limitation.

The project has the approval of the City Planning Commission and many interested citizens.

Roger C Lang

Roger C. Lang
Federal Aid Engineer

RCL/dt

9389

FEDERAL AID PROJECT REQUEST

Date November 10, 1980

Applicant Agency City of La Grande

Request for: Off-System ____, FAS-C ____, FAUS XX Project

Federal Aid Route No. 4620 Route Name C Avenue/Gekeler Lane

Project Name "C"Avenue/Gekeler Lane - 6th St. to 12th St. Section

Project Length 2,375 feet - 0.45 Mi. Project Location (Attach sketch map)

Project Description Remove existing street, surface, realign street, construct 44' wide arterial street with curbs and pedestrian/bike path one side, bicycle path lane each side of pavement, reroute storm drainage from Birnie Park to south side. Construct driveway accesses

Average Daily Traffic 2,300 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28' to 40' Travel Lanes 2 @ 14'-20' each Shoulders 2' to 4'

Medians None Parking None

Sidewalks None

Remarks Sub-standard curve alignment

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Travel Lanes 2 @ 22' Shoulders ____

Medians None Parking None

Curbed Both Sides Length Curb Radii ____

Sidewalk/Bikeway 10' one side only

Remarks Construct standard curve alignment. Striped bicycle path lane each side of pavement.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 100

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X (Donation anticipated)
Remarks 1 parcel from Birnie City Park and 1 from Eastern Oregon STate College

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project speed limit, curve, and bicycle path lanes

4. **Permanent Striping:**

Include in project or by applicant? Include in project center line striping and bicycle path lane striping.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

9,000 lumen L.P.S. light at 12th and Gekeler, which is end of project.

2. **Proposed Illumination:**

Location mid-curve/approximate sta. 9+00
Type 9,000 lumen L.P.S. light

Remarks By applicant with C-P National. City wide contract.

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:** Pedestrian/Bikeway

Location N. side of roadway - full length
Approximate Size: Length 2,375' Width 10'

Are sidewalk/bikeways desired: Yes

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Acquiring right-of-way

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	City Engineer Office
2.	Environmental	City Engineer Office
3.	Public Hearing	City Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant____ State XX Consultant____

2. Project construction engineering to be performed by:

Applicant ______ State XX Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes ______ No X

If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 360,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	-0-
Structures	
Railroad	-0-
Other ______	-0-
Preliminary engineering	11,000
PROJECT TOTAL	$ 371,000

Remarks Option for City provided Fox Hill quarry rock for base with royalty.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF La Grande and/XX Union COUNTY

By ______ Mayor

By Eldon Slippy Recorder-Treasurer

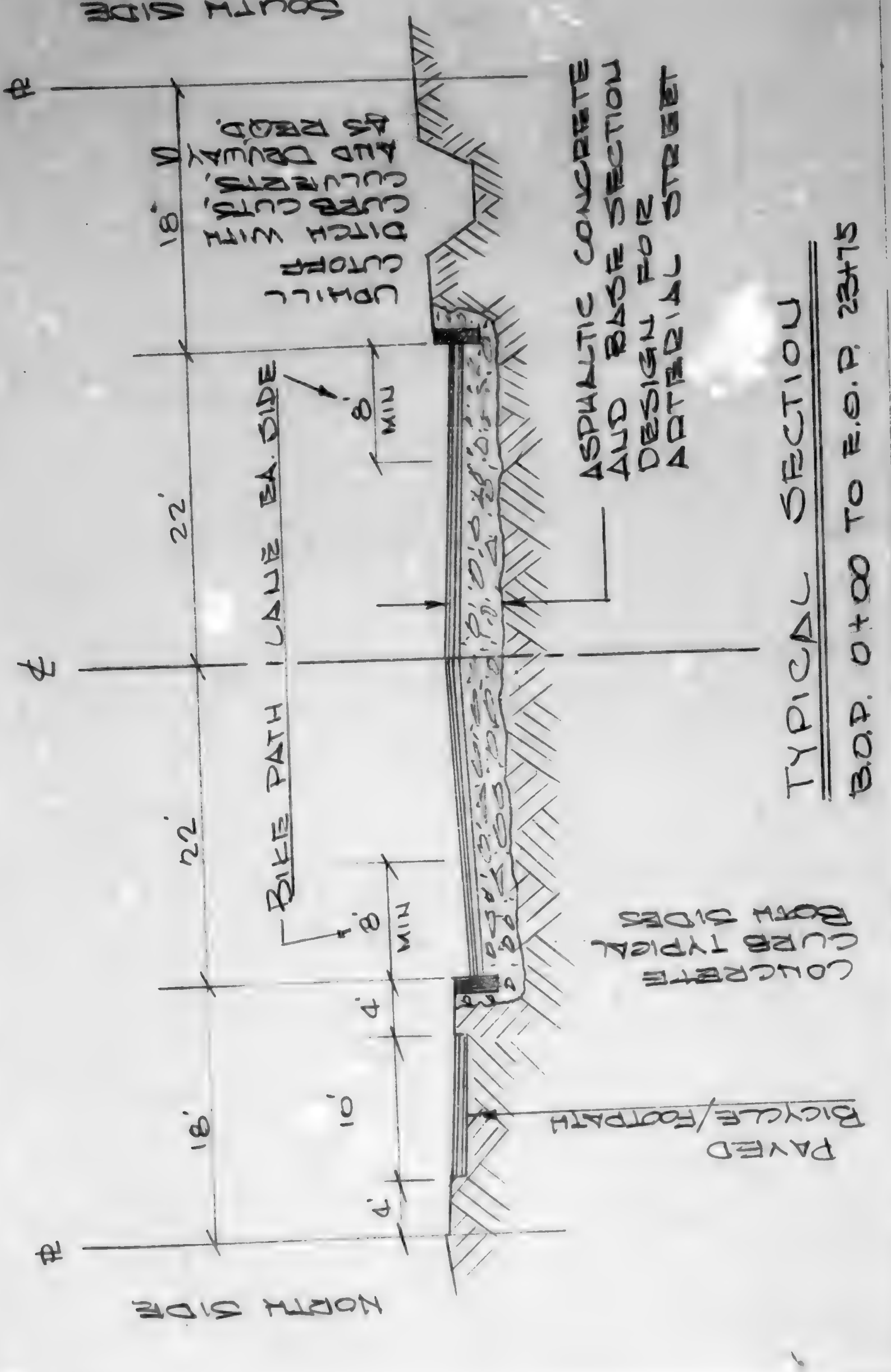
By ______

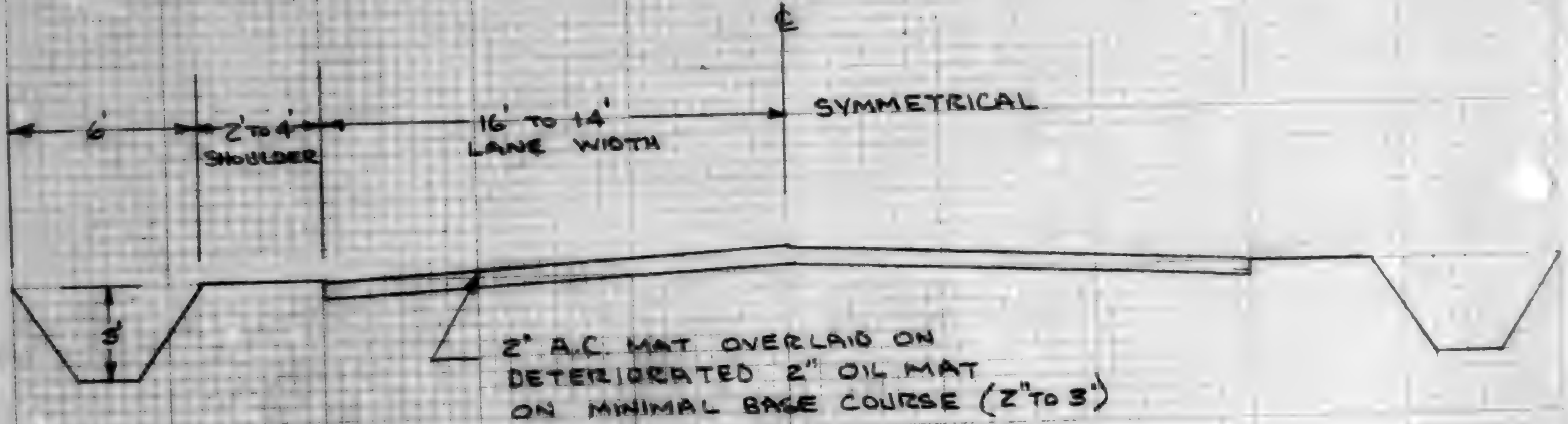
By ______

By ______ County Commissioners.

PROPOSED SECTION "C" AVE./GEKELER LANE - 6TH STREET TO 12TH STREET SECTION
FAUS ROUTE 4620

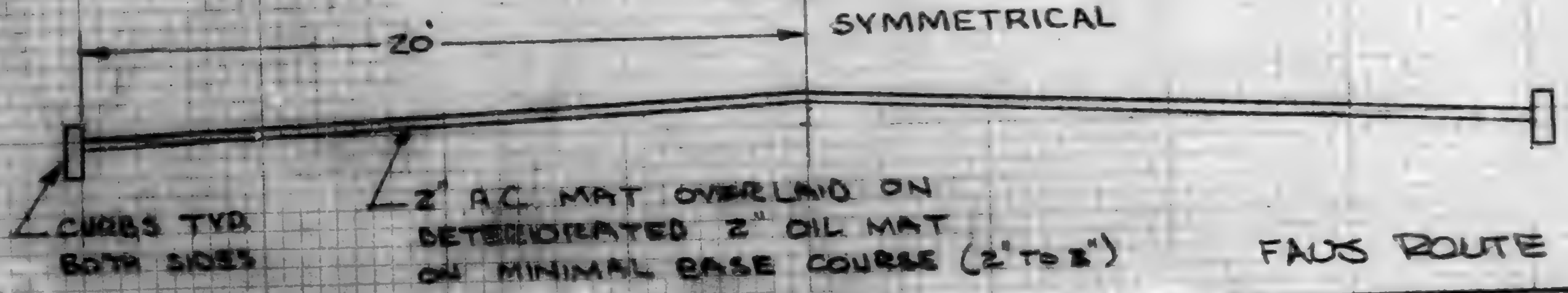
11/7/80
WAK


SOUTH SIDE
℄
18'
UPHILL CUTOFF DITCH WITH CURB CUTS, CULVERTS, AND DRWAYS AS REQ'D.
8' MIN
BIKE PATH LANE EA. SIDE
22'
ASPHALTIC CONCRETE AND BASE SECTION DESIGN FOR ARTERIAL STREET
℄
22'
8' MIN
CONCRETE CURB TYPICAL BOTH SIDES
4'
10'
18'
4'
PAVED BICYCLE/FOOTPATH
℄
NORTH SIDE
TYPICAL SECTION
B.O.P. 0+00 TO E.O.P. 23+75


℄
SYMMETRICAL
6'
2' to 4'
SHOULDER
16' to 14'
LANE WIDTH
3'
2" A.C. MAT OVERLAID ON
DETERIORATED 2" OIL MAT
ON MINIMAL BASE COURSE (2" TO 3")

TYPICAL SECTION

STA. 2+40 TO E.O.P. @ STA 23+75


℄
SYMMETRICAL
20'
CURBS TYP.
BOTH SIDES
2" A.C. MAT OVERLAID ON
DETERIORATED 2" OIL MAT
ON MINIMAL BASE COURSE (2" TO 3")

TYPICAL SECTION

B.O.P. @ 0+00 TO STA. 2+40

FAUS ROUTE 4620

EXISTING ROAD SECTION
'C' AVE. / GEKELER LANE
6TH ST TO 12TH ST SECTION
CITY OF LAGRANDE 11/3/80

9389

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

La Grande

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: 6th Street-12th Street Section

HIGHWAY NAME: "C" Street/Gekler Lane

HIGHWAY NUMBER: FAU 4620

REGION: 5

ADMINISTRATIVE DISTRICT: 13

COUNTY: Union

CITY: La Grande

LENGTH: 0.5 mi

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of La Grande

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

From 6th Street easterly to 12th Street along "C" Street and Gekler Lane. Remove existing street, surface, realign street, construct 44' wide arterial street with curbs and pedestrian/bike path one side, bicycle path lane each side of pavement, reroute storm drainage form Birnie Park to south side. Construct driveway accesses.

1 Versteeg ✓
Anderson
2 Christenson DOV ✓
3 Olson GO
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
JAN 21 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 2,300

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 1-13-80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	two - 14' to 16'	two 12'
SHOULDERS	two - 2' to 4'	two 2'
MEDIANS	-	-
PARKING LANES	-	-
SIDEWALKS	none	one 10' north side
BIKEWAYS	none	two 8'
INTERCHANGES		-
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☒	☐	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	S	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source	☐	☐	☒
Utilities	☒	☐	☐

Type power, city sanitary, cable t.v.
telephone

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review with city	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1.5
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	8
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	June 1981	
	(Region)	(Salem)

- SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

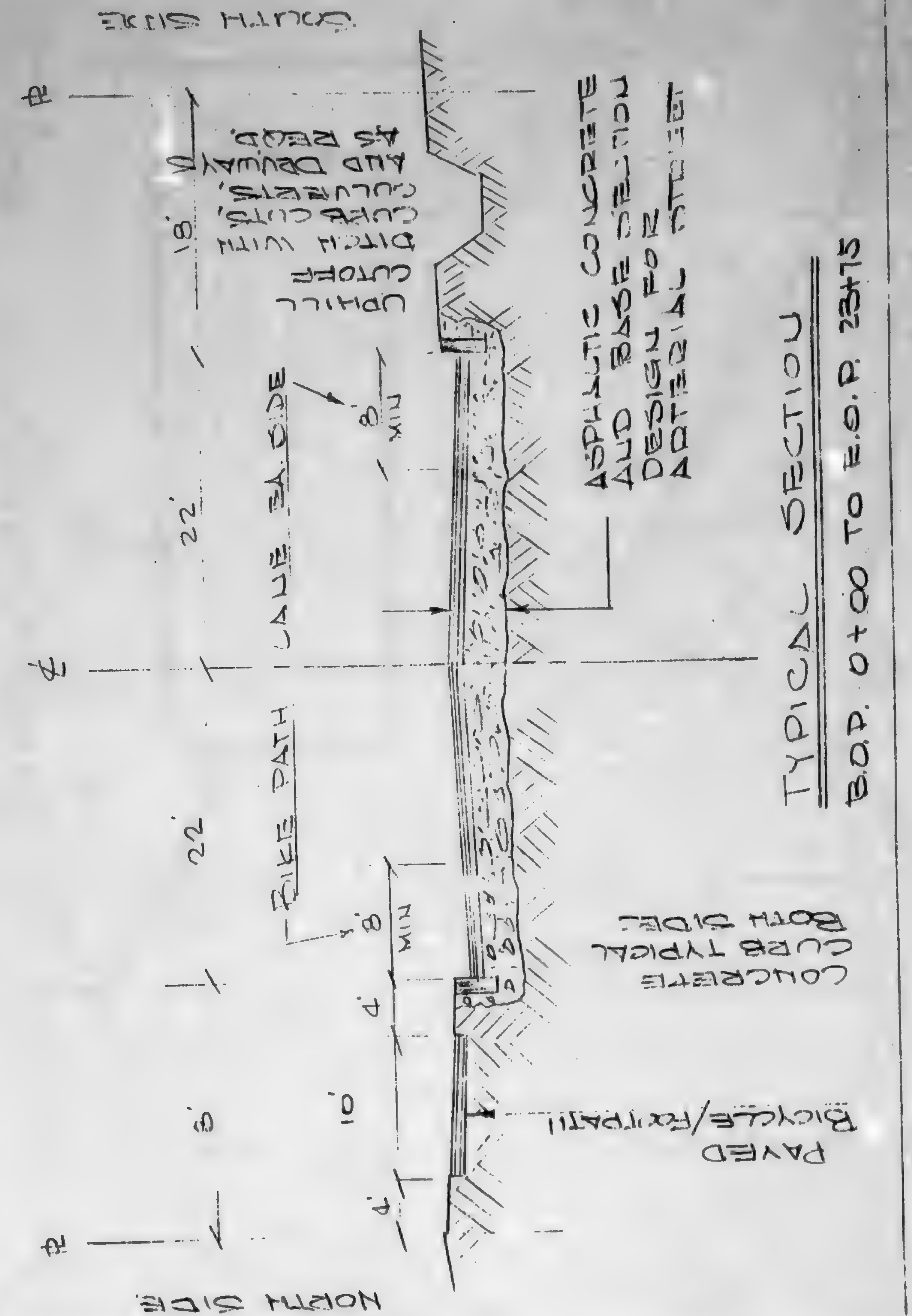
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 13,150	$ 15,750
RIGHT OF WAY anticipated donation	0	15,000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	269,410	269,410
OTHER		
ENGINEERING & CONTINGENCIES	107,764	92,840
PROJECT TOTAL	$ 390,324	$393,000

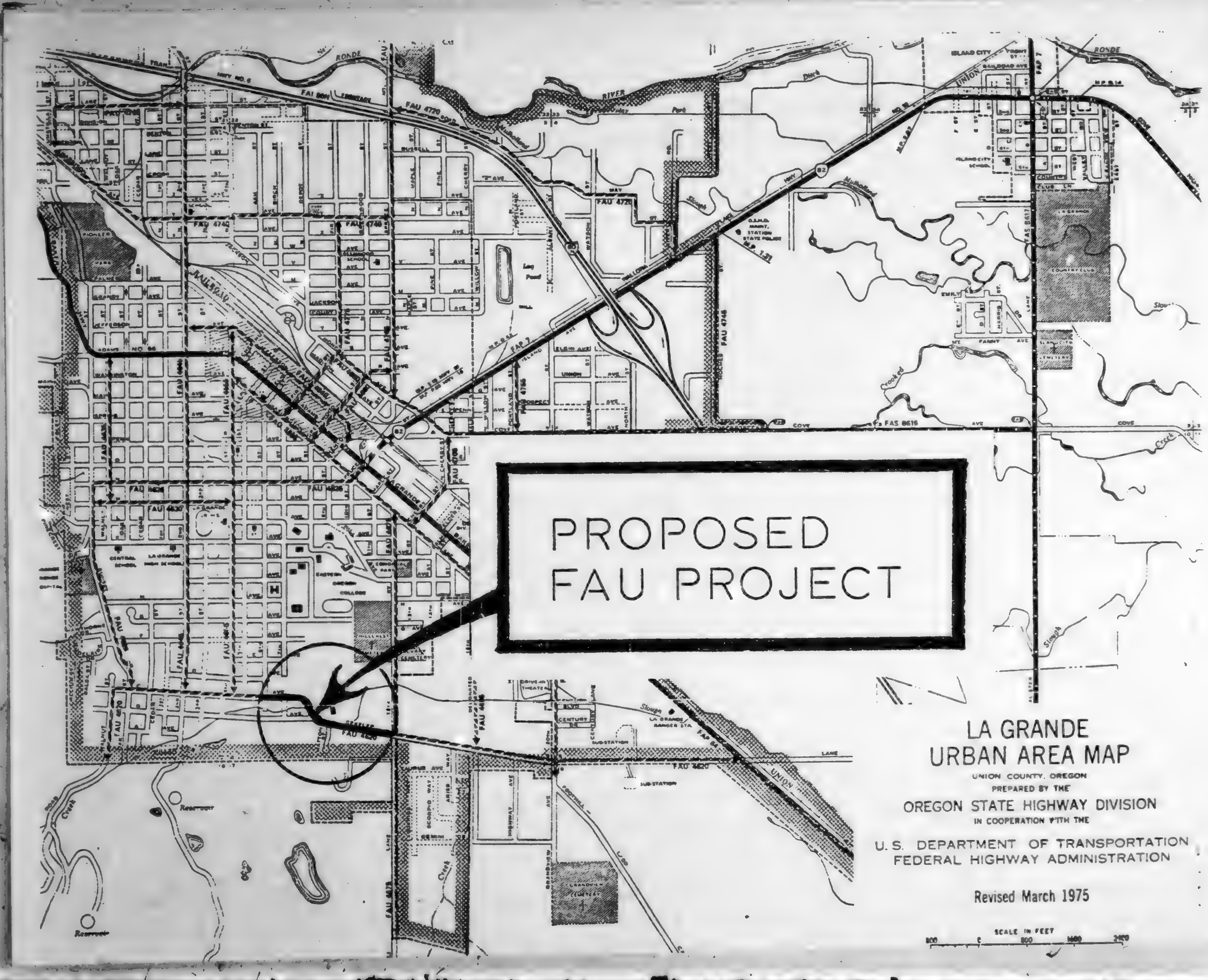
SUBMITTED BY Roger C. Lang, Federal Aid Engineer

PROPOSED SECTION "C" AVE./GEKELER
LANE 6TH STREET TO 17TH STREET SECTION
FAUS ROUTE 4620

11/7/8
WA


SOUTH SIDE
NORTH SIDE
℞
℄
18'
22'
22'
8' MIN
8' MIN
4'
10'
5'
1'
BIKE PATH
LANE EA. SIDE
UPHILL CUTOFF DITCH WITH CURB CUTS, CULVERTS, AND DRIVWAYS AS REQ'D.
ASPHALTIC CONCRETE AND BASE SECTION DESIGN FOR ARTERIAL STREET
CONCRETE CURB TYPICAL BOTH SIDES
PAVED BICYCLE/FOOTPATH

TYPICAL SECTION
B.O.P. 0+00 TO E.O.P. 23+75



PROPOSED
FAU PROJECT

LA GRANDE
URBAN AREA MAP
UNION COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised March 1975

SCALE IN FEET
800
0
800
1600
2400
RONDE
RIVER
UNION
ISLAND CITY
FAP 7
FAU 4720
FAU 4740
FAU 4746
FAU 4620
FAU 4678
FAS 8616
FAS 8617
COVE
AVE
RAILROAD
Slough
Crooked
Creek
Reservoir
CENTRAL SCHOOL
LA GRANDE HIGH SCHOOL
EASTERN OREGON COLLEGE
COUNTRY CLUB
PIONEER PARK
THEATRE
CENTURY LANE
SUB-STATION
LA GRANDE RANGER STA.
82

•1981 SE King Rd. @ SE Price 9390
•Fuller Rd. Sec. in Portland.
•(Traffic Signal Installation)

C4A 6964 4/11/79

9390

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	140003
DATE	8/23/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 3284

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CODE CLACKCY

CLACKAMAS COUNTY
902 ABERNETHY ROAD
OREGON CITY, OR 97045

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			$ 3,890.04
203-1909	296	00	000		2,417.67
203-1033	296	00	000		1,472.37
203-1909	297	00	000		(2,417.67)
203-1033	297	00	000		(1,472.37)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON IX-9721(1) & (2), SE KING RD.-SE HARMONY RD., SE PRICE-FULLER RD., AGREEMENT #6964	
TOTAL PROJECT COSTS	$67,806.54
LESS: FEDERAL FUNDS	(56,844.20)
LESS: CREDIT FOR PE WORK BY COUNTY	(122.30)
LESS: COUNTY ADVANCE DEPOSIT	(6,950.00)
AMOUNT DUE	$ 3,890.04

110.00-ACCT.
FINAL BILLING

IF YOU HAVE ANY QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
DIANE GALIDA PH: 378-5038 FOR CORRECTNESS OF CHARGES OR
GARY ZEHNER PH: 378-6011 PREPARER OF INVOICE.

~~Front~~
~~Kittredge to Fremont~~
~~M-9296(2)~~

Bernie Strawalt
8-30-81
140003
X-9721(1)(2)
9390

$14,000 will
sch. 5,000

1 controller Credit
to County

8-31-84
Schultz will call Bernie Co.

Fed. 85%
county 15%

9390

EGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 6, 1984

COUNTY: Clackamas AGREEMENT NO: 69[illegible]4 PROJECT NO: IX-9721(1)(2)

CONTRACT NO: 9390 SECTION: SE King Rd.-SE Harmony Rd., SE Price-Fuller Rd.

PRELIMINARY ENGINEERING (Prefix No. 203-1909 & 403-1911):

Project Manager (Nonparticipating $128.11)	$ 6,478.13
Work Performed by County	815.34
Final Design	106.13
Region Geology	149.60
Traffic Section	7,056.55
R/W Liaison	170.03
Program Section	46.57
Specifications	1,271.06
Administrative Services	19.28
Environmental Section	94.52
TOTAL P.E. COST	$ 16,207.21
Less Federal Funds	(13,667.24)
COUNTY SHARE	$ 2,539.97

CONSTRUCTION (Prefix No. 203-1033):

Payment to Contractor	$ 35,269.65
Interest on Final Payment (Nonparticipating)	30.50
SFO #1 Permanent Pavement Striping	148.25
SFO #2 State Furnished Software Program	500.00
SFO #3 Signal Controller Testing	3,150.00
SFO #4 Furnish & Install Fire Preemption System	5,058.65
Construction Engineering (Nonparticipating $769.81)	5,004.34
Work Performed by County	472.26
Program Section	177.25
Salem Lab.	188.75
Portland Lab.	20.41
Technical Services	954.42
Construction Section	168.97
Region Office	242.72
Training Courses (Nonparticipating $2.60)	162.27
EEO Monitoring	50.89
TOTAL CONST. COST	$ 51,599.33
Less Federal Funds	(43,176.96)
COUNTY SHARE	$ 8,422.37

SUMMARY:

County Share P.E. Cost	$ 2,539.97
County Share Const. Cost	8,422.37
TOTAL COUNTY SHARE	$ 10,962.34
Less Credit for P.E. Work by County	(122.30)
Less County Advance Deposit 11-18-81	(6,950.00)
BALANCE DUE FROM COUNTY	$ 3,890.04

GEZ:bkb

9390

203-1909
403-1911

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-15-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (*Insert official or depositary named in project agreement*) Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

STATE Oregon

VOUCHER TYPE (*Check Appropriate Block*)

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-9721(1)

VOUCHER PERIOD FROM 3-29-79 TO 12-15-83

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
815.34	815.34	85%	693.04	693.04	-0-
8,000.00	8,000.00	86%	6,800.00	6,800.00	-0-
7,391.87	7,263.76	85%	6,174.20	6,174.20	-0-
16,207.21	16,079.10	85%	13,667.24	13,667.24	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 3/28/84

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. King Rd. - SE Harmony Rd. Sec. Co. Rd. In Clackamas County					
	Preliminary Engineerng					
	Type Code PE					
	Work by Clackamas County (823)	All Required			$ 815.34	
	State	All Required			15,263.76	
	823-7,263.76					
	772-$8,000.00 Total Participating Preliminary Engineering				$16,079.10	
	Non Participating Project Cost					
	State (PE)	All Required			128.11	
	Total Project Cost				16,207.21	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-8-84					
	AMOUNT CARRIED FORWARD					

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                                                                             APRIL 1984       PAGE  671
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                FISCAL          GRAND TOTAL
                           PREFIX  FUNCTION SUB F. GR  CURRENT MONTH       YEAR TO DATE         TO DATE
     DESCRIPTION                                                                                36,873.99
                        203    1906      901      00 P 1                                           463.50
                        203    1906      901      00 N 1                                           634.89
                        203    1906      903      00 P 1                                         1,087.24
                        203    1906      905      00 P 1                                         1,275.23
                        203    1906      910      00 P 1                                         1,216.12
                        203    1906      911      00 P 1                                           899.47
                        203    1906      913      00 P 1                                           604.99
                        203    1906      914      00 P 1
                                                                                                    42.00
                        203    1906      916      00 P 1                                             4.13
                        203    1906      922      00 P 1                                           476.07
                        203    1906      950      00 P 1                                        43,114.13
                                         TOT         P1                                            463.50
                                         TOT         N1                                         43,577.63  **
                                    ** JOB TOTALS **                  **                 **

                                                                                                        STATE
  PAC HWY EAST-OATFIELD RD   CONT NO      % FA PROJ NOS X1   9674003 100        275.36CR      5,025.36CR
                        203    1908      296      00 N 9                                           750.00
                        203    1908      297      00 N 9                        275.36           4,275.36
                        203    1908      298      00 N 9                                         3,933.35
                        203    1908      901      00 P 1                                            20.86
                        203    1908      910      00 P 1                                           136.08
                        203    1908      913      00 P 1                                            13.40
                        203    1908      920      00 P 1                                           926.15
                        203    1908      923      00 P 1                                         5,029.84
                                         TOT         P1                                          5,029.84  **
                                    ** JOB TOTALS **                  **                 **

                                                                                                        STATE
  SE KING RD-SE HARMONY RD   CONT NO      % FA PROJ NOS X1   9721001 100 X10 9721001
                                                                               74.20CR      12,974.20CR
                        203    1909      296      00 N 9 Tr st.                74.20        12,974.20
                        203    1909      298      00 N 9  " Fed.                              5,350.02
                        203    1909      901      00 P 1 Proj Mgr.                             1,000.00
                        203    1909      901      00 P 2  "    "                                 128.11
                        203    1909      901      00 N 1  "    "                                 106.13
                        203    1909      905      00 P 1 Fin. Des.                               149.60
                        203    1909      910      00 P 1 Reg. Geol.                               56.55
                        203    1909      911      00 P 1 Traffic Sec                           7,000.00
                        203    1909      911      00 P 2  "      "                               170.03
                        203    1909      913      00 P 1 R/w Liais.                               46.57
                        203    1909      920      00 P 1 Prog. Sec.                            1,271.06
                        203    1909      921      00 P 1 Specs                                    19.28
                        203    1909      922      00 P 1 Adm. Serv.                               94.52
                        203    1909      923      00 P 1 Env. Sec.             122.97CR
                        203    1909      950      00 P 1                       122.97CR          7,263.76
                                         TOT         P1                                          8,000.00
                                         TOT         P2                                            128.11
                                         TOT         N1
                                    ** JOB TOTALS **                  **       122.97CR**   15,391.87  **
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                       APRIL 1984          PAGE  789
                                                                                  FISCAL           GRAND TOTAL
     DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE          TO DATE

SPTC @ SW 3RD ST(NEWBURG)      CONT NO        FA PROJ NOS RRS 5830001 100                                          STATE
                                  336    1984      296      00 N 9                       15.66CR         15.66CR
                                  336    1984      298      00 N 9                       15.66           15.66
                                  336    1984      928      00 P 1                       17.40           17.40
                                  336    1984      920      00 P 1                       17.40           17.40
                                                   TOT         P1
                                            ** JOB TOTALS **                **           17.40  **       17.40  **

SLEEPY HOLLOW BRIDGE           CONT NO        FA PROJ NOS SOS 0300005 100                                          STATE
                                  403    1906      598      00 N 9                                       609.57CR
                                  403    1906      903      00 P 1                                       609.57
                                  403    1906      915      00 P 1     120.33            196.98          196.98
                                                   TOT         P1      120.33            196.98          806.55
                                                   TOT         N9                                        609.57CR
                                            ** JOB TOTALS **           120.33  **        196.98  **      196.98  **

SKOGAN ROAD @ 362ND            CONT NO        FA PRC  NOS SOS 0300008 100                                          STATE
                                  403    1908      598      00 N 9                                     3,513.67CR
                                  403    1908      903      00 P 1                                     3,513.67
                                                   TOT         P1                                      3,513.67
                                                   TOT         N9                                      3,513.67CR
                                            ** JOB TOTALS **                **                **                **

PAC HWY E-OATFIELD RD          CONT NO      * FA PROJ NOS XI  9674003 100                                          STATE
                                  403    1910      598      00 N 9                                       114.72CR
                                  403    1910      903      00 P 1                                       114.72
                                                   TOT         P1                                        114.72
                                                   TOT         N9                                        114.72CR
                                            ** JOB TOTALS **                **                **                **

SE KING RD-SE HARMONY RD       CONT NO      * FA PROJ NOS XI  9721001 100                                          STATE
                                  403    1911      598      00 N 9                                       693.04CR
                                  403    1911      903      00 P 1                                       693.04
                                                   TOT         P1                                        693.04
                                                   TOT         N9                                        693.04CR
                                            ** JOB TOTALS **                **                **                **

OATFIELD RD@ALDERCREST DR      CONT NO        FA PROJ NOS XI  9665006 100                                          STATE
                                  403    1912      598      00 N 9                                       222.65CR
                                  403    1912      903      00 P 1                                       222.65
                                                   TOT         P1                                        222.65
                                                   TOT         N9                                        222.65CR
                                            ** JOB TOTALS **                **                **                **
```

801
BILLING NUMBER 45

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP	FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
203-1906	1#	M -9702-002 APPR-436	36,991.92	43,577.63	43,114.13	85.80	36,991.92	36,991.92		
203-1908	1#	XI -9674-003 APPR-823	4,275.36	5,029.84	5,029.84	85.00	4,275.36	4,275.36		
203-1909	1#	XI -9721-001 APPR-823	6,174.20	7,391.87	7,263.76	85.00	6,174.20	6,174.20		
	2#	X10 -9721-001 APPR-772	6,800.00	8,000.00	8,000.00	85.00	6,800.00	6,800.00		
203-1909		PREFIX TOTALS	12,974.20	15,391.87	15,263.76		12,974.20	12,974.20		
203-1910	1#	XI -9665-005 APPR-823	21,653.04	25,474.17	25,474.17	85.00	21,653.04	21,653.04		
203-1911	1	XI -9665-006 APPR-823	2,839.33	3,340.39	3,340.39	85.00	2,839.33	2,839.33		
	2	X10 -9665-006 APPR-772	2,760.00	3,247.06	3,247.06	85.00	2,760.00	2,760.00		
203-1911		PREFIX TOTALS	5,599.33	6,587.45	6,587.45		5,599.33	5,599.33		
203-1912	1	XI -9659-002 APPR-823	4,250.00	3,551.18	3,504.76	85.00	2,979.06	2,979.06		
203-1913	1#	XI -9702-003 APPR-823	4,364.78	5,409.75	5,135.04	85.00	4,364.78	4,364.78		
	2#	X10 -9702-003 APPR-772	5,185.00	6,100.00	6,100.00	85.00	5,185.00	5,185.00		
203-1913		PREFIX TOTALS	9,549.78	11,509.75	11,235.04		9,549.78	9,549.78		
203-1914	1	XI -9653-005 APPR-823	170,000.00	78,685.05	78,515.96	85.00	66,738.57	66,686.82		51.75
203-1916	1	HES -9674-004 APPR-141	25,380.00	30,501.20	30,501.20	90.00	27,451.08	25,380.00	2,071.08 B	
203-1918	1	X10 -0000-046 APPR-580	40,243.01	5,215.70	5,215.70	85.00	4,433.35	4,433.35		
203-1919	1	PMS -000S-118 APPR-140	1,000.00	214.84	214.84	100.00	214.84	209.24		5.60
203-1920	1	X10 -9718-007 APPR-178	19,975.00	27,614.68	27,614.68	85.00	23,472.48	19,975.00	3,497.48 B	
203-1921	1	X10 -0000-061 APPR-580	145,520.00	335.63	335.63	85.00	285.29	285.29		
203-1922	1	X10 -9739-001 APPR-580	43,775.00	525.54	525.54	85.00	446.71	446.71		
203-1923	1	BROS-0300-009 APPR-114	24,120.00			80.00				
203-1959	1	SOS -0300-005 APPR-680	18,976.43	21,833.76	21,696.30	85.80	18,615.43	18,615.43		
	2	BROS-0300-005 APPR-117	9,800.00	12,250.00	12,250.00	80.00	9,800.00	9,800.00		
203-1959		PREFIX TOTALS	28,776.43	34,083.76	33,946.30		28,415.43	28,415.43		
203-1961	1	PMS -000S-065 APPR-140	100.00	102.07	102.07	100.00	102.07	100.00	2.07 B	
203-1980	1	SOS -0300-008 APPR-680	4,448.00	4,449.52	4,449.52	85.77	3,816.35	3,816.35		

801
BILLING NUMBER 45

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
334-1963 1* M -0000-007 APPR-W36	110,742.49	130,401.36	129,070.50	85.80	110,742.49	110,742.49		
334-1964 1 M -9326-003 APPR-W36	205,773.00	233,860.38	226,219.06	85.80	194,095.95	194,095.95		
2 X10 -9326-003 APPR-772	62,186.00	73,160.00	73,160.00	85.00	62,186.00	62,186.00		
334-1964 PREFIX TOTALS	267,959.00	307,020.38	299,379.06		256,281.95	256,281.95		
334-1965 1* SOS -3402-001 APPR-680	295.32	344.19	344.19	85.80	295.32	295.32		
334-1967 1* M -9043-002 APPR-W36	95,360.00	112,788.96	111,142.19	85.80	95,360.00	95,360.00		
2 X10 -9043-002 APPR-580	17,084.81	20,099.78	20,099.78	85.00	17,084.81	17,084.81		
334-1967 PREFIX TOTALS	112,444.81	132,888.74	131,241.97		112,444.81	112,444.81		
334-1981 1 SOS -3400-002 APPR-680	16,045.00	17,764.24	17,764.24	85.77	15,236.39	15,236.39		
336-1963 1 M -4545-001 APPR-W32	28,294.00	29,433.62	29,372.93	85.77	25,193.16	25,193.16		
336-1970 1 RRS -4420-001 APPR-138	363.92	404.36	404.36	90.00	363.92	363.92		
336-1975 1* RRP -000S-034 APPR-139	849.15	943.50	943.50	90.00	849.15	849.15		
336-1981 1 RRP -000S-039 APPR-139	1,800.00	130.27	130.27	90.00	117.24	117.24		
336-1982 1 RRP -4445-001 APPR-139	1,800.00	370.77	370.77	90.00	333.69	333.69		
336-1984 1 RRS -5830-001 APPR-138	1,800.00	17.40	17.40	90.00	15.66	15.66		
403-1906 1 SOS -0300-005 APPR-680	609.57	806.55	806.55	100.00	806.55	609.57	196.98 B	
9		609.57-						
403-1906 PREFIX TOTALS	609.57	196.98	806.55		806.55	609.57	196.98	
403-1908 1 SOS -0300-008 APPR-680	4,000.00	3,513.67	3,513.67	100.00	3,513.67	3,513.67		
9		3,513.67-						
403-1908 PREFIX TOTALS	4,000.00		3,513.67		3,513.67	3,513.67		
403-1910 1* XI -9674-003 APPR-823	114.72	114.72	114.72	100.00	114.72	114.72		
9*		114.72-						
403-1910 PREFIX TOTALS	114.72		114.72		114.72	114.72		
403-1911 1* XI -9721-001 APPR-823	693.04	693.04	693.04	100.00	693.04	693.04		
9*		693.04-						
403-1911 PREFIX TOTALS	693.04		693.04		693.04	693.04		

9390

203-1033

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-23-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 9/18/81
TO 5/23/83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9721(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$51,599.33	$50,796.42	85%	$43,176.96	$43,176.96	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
7/28/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(Rev. 5-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. King Rd. at S.E. Price Fuller Rd. Section					
	Clackamas County Road					
	Construction					
	Type Code Y031					
	Traffic Signal					
	Contract Payment Summary	Lump Sum			$35,269.65	
SFO	#1 Permanent Pavement Striping (State)	All Required			148.25	
SFO	#2 Furnished software Program (State)	All Required			500.00	
SFO	#3 Signal Controller Testing (State)	All Required			3,150.00	
SFO	#4 Furnish and Install fire pre-emption System (State)	All Required			5,058.65	
	Total Participating Construction Cost				$44,126.55	
	Construction Engineering					
	State	All Required			6,146.72	
	Work by Clackamas County	All Required			472.26	
	Total Participating Construction Engineering				$ 6,618.98	
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			50.89	
	Total Participating Construction Cost				$50,796.42	
	Nonparticipating Project Cost					
	Interest on Final Payments	All Required			30.50	
	Construction Engineering	All Required			772.41	
	Total Nonparticipating Project Cost				$ 802.91	
	Total Project Cost				$51,599.33	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/28/83.					
	AMOUNT CARRIED FORWARD					

SE KING ROUSE PRICE FULL CONT NO 9390 * FA PROJ NOS X1 9721002 100 X10 9721002

								STATE	
203	1033	201	00	P 1	Pay Cont.		35,269.65	82	82
203	1033	206	00	N 1	Int.		30.50	82	82
203	1033	210	02	P 1	SFO #2		500.00	83	83
203	1033	270	01	P 1	SFO #1		148.25	82	82
203	1033	270	03	P 1	SFO #3		3,150.00	83	83
203	1033	270	04	P 1	SFO #4		5,058.65	82	83
203	1033	296	00	N 9	Tr. St. 1,073.14CR	1,073.14CR	50,126.96CR	82	83
203	1033	297	00	N 9	" Co.		6,950.00	82	82
203	1033	298	00	N 9	" Fed. 1,073.14	1,073.14	43,176.96	82	83
203	1033	900	00	P 1	Const. Engr.	1,262.52	4,197.63	81	83
203	1033	900	00	N 1	" "	1,262.52CR	769.31	82	83
203	1033	903	00	P 1	Work by Co.		472.26	82	83
203	1033	920	00	P 1	Prog. Sec.		177.25	81	82
203	1033	940	00	P 1	Salem Lab		188.75	82	82
203	1033	941	00	P 1	Portland Lab		20.41	82	82
203	1033	944	00	P 1	Tech. Serv.		954.42	81	82
203	1033	945	00	P 1	Const. Sec.		168.97	82	83
203	1033	946	00	P 1	Region off.		242.72	81	82

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS AUGUST 1983 PAGE 203

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	203 1033	948	00	P 1	Gen. Const. Engr.		36.90	82	83
	203 1033	950	00	P 1	Training		159.67	82	82
	203 1033	950	00	N 1	"		2.60	82	82
	203 1033	985	00	P 1	EEO Monitor		50.89	82	82
		TOT		P1		1,262.52	50,796.42		
		TOT		N1		1,262.52CR	802.91		
		** JOB TOTALS **			**	**	51,599.33	**	

SE HARMONY ROUSE PRICE FU CONT NO 9391 * FA PROJ NOS X10 9702006 100

								STATE	
203	1034	201	00	P 1			93,304.45	82	82
203	1034	206	00	N 1			16.92	83	83
203	1034	210	02	P 1			500.00	[illegible]	[illegible]
203	1034	270	01	P 1			874.69	[illegible]	[illegible]
203	1034	270	03	P 1			1,875.00	[illegible]	[illegible]
203	1034	270	0[illegible]	N 1			300.00	[illegible]	[illegible]
203	1034	296	00	N 9	756.76CR	2,100.28CR	114,736.12CR	[illegible]	[illegible]
203	1034	297	00	N 9			17,833.27	[illegible]	[illegible]
203	1034	298	00	N 9	756.76	2,100.28	[illegible]	[illegible]	[illegible]
203	1034	900	00	P 1			13,368.29	[illegible]	[illegible]
203	1034	903	00	P 1			304.26	[illegible]	[illegible]
203	1034	920	00	P 1			172.[illegible]	[illegible]	[illegible]
203	1034	940	00	P 1			1,593.[illegible]	[illegible]	[illegible]
203	1034	941	00	P 1			66.[illegible]	[illegible]	[illegible]
203	1034	944	00	P 1			598.[illegible]	[illegible]	[illegible]
203	1034	[illegible]	00	P 1			287.0[illegible]	[illegible]	[illegible]
203	1034	946	00	P 1			266.7[illegible]	[illegible]	83

801 OREGON STATE HIGHWAY DEPARTMENT 09/22/83
BILLING NUMBER 09 FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	8 F	-0079-009 APPR-010	2,000.00	50.68	50.48	88.15	44.50	42.28		2.22
134-1089		PREFIX TOTALS	111,476.00	5,543.67	5,533.84		4,878.08	2,113.12		2,764.96
134-1093	1	HES -0128-002 APPR-141				90.00				
134-1096	1	X10 -9064-003 APPR-178				85.00				
	9									
134-1096		PREFIX TOTALS								
201-1007	1#	SOS -0100-002 APPR-680	94,938.75	107,878.20	107,701.36	88.15	94,938.75	94,938.75		
202-1095	1#	RRO -000S-023 APPR-685	44,394.49	49,327.21	49,327.21	90.00	44,394.49	44,394.49		
	2#	RRS -000S-023 APPR-138	694.33	771.48	771.48	90.00	694.33	694.33		
202-1095		PREFIX TOTALS	45,088.82	50,098.69	50,098.69		45,088.82	45,088.82		
202-1098	1#	RRS -000S-023 APPR-138	29,099.57	32,341.37	32,332.85	90.00	29,099.57	29,099.57		
	2#	RRO -000S-023 APPR-685	91,221.00	101,356.67	101,356.67	90.00	91,221.00	91,221.00		
202-1098		PREFIX TOTALS	120,320.57	133,698.04	133,689.52		120,320.57	120,320.57		
202-1099	1#	SOS -0200-001 APPR-680	189,923.83	215,586.53	215,381.98	88.18	189,923.83	189,923.83		
203-1008	1#	PMS -000S-078 APPR-140	1,023.76	1,050.66	1,023.76	100.00	1,023.76	1,023.76		
203-1013	1#	XI -9698-001 APPR-823	33,572.82	41,012.27	39,497.43	85.00	33,572.82	33,572.82		
203-1014	1#	HES -A595-002 APPR-141	651.74	724.15	724.15	90.00	651.74	651.74		
203-1015	1#	RRO -000S-108 APPR-685	87,803.94	97,627.47	97,559.93	90.00	87,803.94	87,803.94		
	2	RRP -000S-108 APPR-139	68,561.18	76,227.99	76,179.09	90.00	68,561.18	68,561.18		
203-1015		PREFIX TOTALS	156,365.12	173,855.46	173,739.02		156,365.12	156,365.12		
203-1017	1	XI -9659-006 APPR-823	200.00	943.17	928.64	85.00	789.34	200.00	589.34 B	
203-1021	1#	X10 -9702-004 APPR-772	47,611.32	56,266.55	56,013.32	85.00	47,611.32	47,611.32		
203-1028	1	SOS -0300-008 APPR-680	77,000.00	83,025.74	79,634.61	85.77	68,302.60	68,302.60		
203-1033	1#	XI -9721-002 APPR-823	43,176.96	51,599.33	50,796.42	85.00	43,176.96	43,176.96		
	2#	X10 -9721-002 APPR-772				85.00				
203-1033		PREFIX TOTALS	43,176.96	51,599.33	50,796.42		43,176.96	43,176.96		

9340 5-5-83

r11

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 5/5/83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9721(2)
COMPLETION DATE 5/19/82	ACCEPTANCE DATE BY CONTRACT AGENCY 8/19/82	TIME ELAPSED 94 %	CONTRACT TIME 180 calendar days
APPROVED EXTENSIONS ---------	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE KING ROAD @ SE PRICE FULLER ROAD
FAU 9721 (SE PRICE FULLER RD.)
Traffic Signal

This project provided for the installation of a traffic signal. During construction the county requested a fire preemption be installed due to the proximity of a local fire station. This work was added by County force order.

The signals were working on a red and yellow flash as specified in the contract. The fire preemption will give fire trucks a green signal.

The County and fire district have both written letters of acceptance. The final estimated cost is $46,000 the original authorization was $44,000. The project appears to have been constructed in conformance with the contract, therefore acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAY 24 '83
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy
5/25

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe	Original Signed By G. K. HOSSNER Field Operations Engineer	SIGNATURE G. K. Hossner	Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	DATE 5/11/83	TITLE Field Operations Engineer	DATE 5/23/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9390

L.

9-9-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co. No. 9332	Pendleton/John Day Hwy. @ SW 20th St. (Pendleton) Umatilla County	August 4, 1982
Electric Corp. No. 9365	Pacific Hwy. E. @ Lana Ave. NE (Salem) Marion County	August 9, 1982
Ausland Construction, Inc. No. 9371	Manzanita Safety Rest Area Josephine County	August 11, 1982
Hamilton Electric, Inc. No. 9282	Beaverton/Tualatin Hwy. @ SW Locust St. Washington County	August 16, 1982
Weaver Construction Co. No. 9422	South Pine Creek Bridge Harney County	August 18, 1982
Douglas S. Coats, Inc. No. 9278	Dewey Ave.-UPRR U-X'ing (Baker) Baker County	August 18, 1982
Sims Electric, Inc. No. 9390	SE King Rd. @ SE Price Fuller Rd. Clackamas County	August 19, 1982
Holst Construction Co. No. 9421	Scappoose Creek Bridge Columbia County	August 25, 1982
Michael A Becker, Gen. Contractor No. 9405	Whitney Sand Storage Shed Baker County	August 31, 1982
Steeck Electric Co. No. 9281	Wallowa Lake Hwy. @ Monroe Ave. (LaGrande) Union County	August 31, 1982

Orig [illegible]
to Construction
Files

September 9, 1982

Warren E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9390

September 1, 1982

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9390

Gentlemen or Ladies:

On August 23, 1982, we wrote to you concerning release of final payment on Contract No. 9390 awarded to Sims Electric, Inc. for traffic signals on the S.E. King Road at S.E. Price Fuller Road Section of FAU 9721 in Clackamas County.

Final payment on this contract is $1,000 and the total contract amount is $35,269.65. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Sims Electric, Inc.
721 S.E. Oak
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9390

8-19-82

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9721(2)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90135

2A. COUNTY NAME Clackamas

6. TO
Mr. H. S. Coulter
State HIghway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/8/82

8. FEDERAL ROUTE NUMBER FAU 9721

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SE King Road - SE Price Fuller Road

11. GENERAL DESCRIPTION OF WORK
Furnish and install 4 channel "OPTICOM" fire pre-emption system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/8/82 as requested in Mr. Keasey's letter of 8/4/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $5,000 Federal Funds $4,250.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO [illegible]
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to 8-20-82

14. DATE 8/19/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9390

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. King Rd. @ Price Fuller Rd.
WEEK ENDING: 5/22/82
SECTION PREFIX: 203-1033
HIGHWAY: FAU 9721
COUNTY: Clackamas
NAME OF JOB:
KIND OF WORK: Signals
CONTRACTOR: Sims Electric, Inc.
CONTRACT NUMBER: 9390
FEDERAL AID PROJECT NUMBER: IX-9721(2)
DATE OF CONTRACT: 11/18/82
DATE WORK STARTED: 2/3/82
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 180
CALENDAR DAYS USED: 169
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 94
PROJECT AUTHORIZATION: $46,333.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $42,286.45
ENGINEERING AUTHORIZATION: $4,046.55
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $42,286.45
ENGINEERING COST TO DATE: $3,800.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN UNDERRUN: ____%
PERCENT OF AUTHORIZATION: 94 %
DATE PROJECT WAS COMPLETED: 5-19-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Rain	1		
TUESDAY	Showers	1		
WEDNESDAY	Clear	1		Second Notification submitted this date.
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

K

RECEIVED
MAY [illegible] 1982
CONSTRUCTION SECTION
CE
CAE
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OCS
SCS
FEO
C/A
CA
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5/16 SUNDAY	No activity.
5/17 MONDAY	No activity.
5/18 TUESDAY	Worked on conduit for detector loops. Grouted pole bases.
5/19 WEDNESDAY	Turned on fire signal. Changed over the signal at King Rd. and 82nd. Ave.
5/20 THURSDAY	No activity.
5/21 FRIDAY	No activity.
5/22 SATURDAY	No activity.

REMARKS

SUMMARY: Completed project.

ANTICIPATED NEXT WEEK: Replace defective lenses.
Office start work on Semi-Final.

SIGNED LOCATION Portland
W.E. Hoffman Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9390 STATE COPY OMB No. 04-R2089 L

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
2-234 & 235

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

2/9/82

State: Oregon
County: Clackamas
Project No.: IX-9721(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

King Rd.-Price Fuller Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-18-81	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 85%
$50,964.00	$ 43,318.00 Code 823

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Hwy. Engineer
(Title)
XXX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator FEB 9 '82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 9, 1981

Federal Aid Project
No. IX-9721(2)

S.E. King Rd. @ S.E. Price Fuller Rd. Section
Clackamas County Road

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic		All Required	$ 405.00
Temporary Signs	237 Sq. Ft.	3.50	829.50
Flagmen	40 Hour	27.00	1,080.00
Traffic Signal Installation, Complete		All Required	33,701.00
			$36,015.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 900.00
State Furnished Software	All Required	500.00
Signal Controller Testing	All Required	3,050.00
		$ 4,450.00
	SUBTOTAL	$40,465.50
	Engineering	5,866.50
	TOTAL	$46,332.00

Length of Project ----------- 0.00 miles

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Construction	$46,332.00	$39,382.00	$ 6,950.00
Reserve	4,632.00	3,936.00	696.00
TOTAL	$50,964.00	$43,318.00	$ 7,646.00

Group 1 100%
Contract No. 9390
Prefix: 203-1909 (PE)
203-1033 (Constr.)

9390

October 23, 1981

ACC

Winston W. Kurth, Assistant Director
Department of Environmental Services
902 Abernethy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

On October 22, 1981 we received a satisfactory bid from Sims Electric, Inc., 721 S.E. Oak, Roseburg, Oregon 97470, for S.E. King Road at S.E. Price Fuller Road Section. We anticipate the construction cost to be:

Contractor's Bid		$36,015.50
Anticipated Additional Items:		
Permanent Pavement Striping	$ 900.00	
State Furnished Software	500.00	
Signal Controller Testing (Engineering) & Turn-On	3,050.00	$ 4,450.00
		$40,465.50
4 1/2% Contingencies		1,820.95
10% Engineering		4,046.55
ESTIMATED CONSTRUCTION COST		$46,333.00

County's Advance Deposit:
15% of $46,330.00 = $6,949.95 or say $6,950

We will award the contract when we receive your advance deposit which should arrive no later than November 13, 1981. Rec'd LGIP 11-18-81 KEH

The attached sheet describes three options for advance deposit. Please use the option of your choice.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment
bcc w/AD # 975: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 975 when advance deposit is received.

9390 9-23-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9721(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90135

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/18/81

8. FEDERAL ROUTE NUMBER FAU 9721

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: SE King Road at SE Price Fuller Road

11. GENERAL DESCRIPTION OF WORK: Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $900
State Furnished Software $500
Signal Controller Testing $3,050

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown on your Estimate.

Mr. Swan's Sept. 18 and Sept. 23, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $62,808 Federal Funds $53,386.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $7,808 Federal Funds $6,636 from 81' supplemental allocation)

RECEIVED
STATE HWY ENGR
OCT 8 '81
REFER TO [illegible]
FOR
Info [illegible] File

[illegible]

14. DATE 9/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hausm

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9390

2.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Aldercrest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000

SALEM

IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

[illegible]

9390

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9721(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
9-17-81

4. PROGRAM NO.

5. ITEM NO. 90135

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Gifford
J. Ross
Judy Smith
G. Zehner
Tespin
Lewellyn

7. DATE AUTHORIZATION EFFECTIVE 9/17/81

8. FEDERAL ROUTE NUMBER FAU 9721

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SE King Road - SE Harmony Road Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 8/16/81 I approve the revised Preliminary Engineering Costs to a TEC of $16,000 Federal Funds $13,600.

(Increase TEC $8,000 Federal Funds $6,800 Appn. Code 772 from FY 81 Supplemental allocation)

14. DATE 9/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9390

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90135
Project No. IX-9721(1)
S.E. King Rd.-S.E. Harmony Rd. Section
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $8,000 in total cost and Federal obligation of $6,800 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$16,000	$13,600	85%	---
Previous	8,000	$ 6,800	85%	823
Difference	$ 8,000	$ 6,800		772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

Form E-30a (Rev. 9-71)

78-99

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: SE King Rd. - SE Harmony Rd.

Highway: Price Fuller Road (FAU 9721)

County: Clackamas

Date: September 9, 1981

Authorization No.: 2

Survey Prefix: 203-1909 (Assigned by Salem office)

Description of termini, route, length, etc.: Routing is that of existing Price Fuller Road beginning at the intersection with King Road and extending to Harmony Road. The overall length is 1.09 miles.

Proposed: Pave shoulders to provide two 12-foot lanes with 8-foot paved shoulders. Improve the King Road intersection, install emergency fire signal at King Rd. intersection and provide an interconnect to King Rd.-82nd interchange with override capability.

Purpose of survey: State to perform field survey, prepare environmental documents, plans, specifications and estimate, and perform PS&E.

Estimate of cost: $63,000 (signal only)
FAIX (Mt. Hood Transfer) funding
Class II, Categorical Exclusion
F.A. No. IX-9721(1) 9-17-81

Field Survey	(901)	6,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	600
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	200
Traffic	(911)	6,500
Landscape	(912)	
Liaison R/W	(913)	250
Utility	(914)	200
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	50
Specifications	(921)	1,400
Administrative Services	(922)	50
Environmental	(923)	120
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	130
Hearings	(980)	
Personal Leave Time	(960)	

Total estimated cost of survey	$ 16,000
Previous authorization	8,000
Additional authorization requested	8,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

RECEIVED
OCT 9 1981
LOCATION SECTION

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Curtis H. Duval
~~Field Engineer~~
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval: D.R. Adams
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved: J H Wurstey for
Assistant State Highway Engineer

SP*23604-734

9390

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 14, 1981

File No: 203-1909

TO: F.E. TERPIN
Location Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: SE King-SE Harmony Rd.
Price Fuller Rd.
Clackamas County

I request your approval of the attached Authority for Survey No. 2 for this project. This is an Interstate Transfer project sponsored by Clackamas County.

This project was originally planned as a roadway improvement to Price Fuller Road with an actuated fire signal at the intersection of Price Fuller Rd. @ King Rd. At the request of Clackamas County, we are now only advancing the actuated fire signal to bid opening at this time. The field survey work for the roadway improvement has been completed; however, it is being held in abeyance pending further direction from Clackamas County.

The major contributors to the increase in preliminary engineering are the field survey (901), traffic design (911), and specifications (921) functions. In retrospect, all of these functions appear to simply have been underestimated when compared to the scope of the work originally anticipated. Approximately $3,000 of the field survey charges are attributable to the signal vicinity map, the remainder of the charges are for field work on the roadway improvement which is now suspended.

Comparing the construction estimate for the signal to the PE shows an imbalance because the field survey included work on the roadway improvement. In May 1979 the estimate for this roadway work, in addition to the signal work, was $120,400. Escalating that estimate to 1981 dollars at 12 percent per annum gives a current cost for the roadway work of $151,000. Adding that amount to the current estimate for the signal work gives a combined project cost of $214,000 in 1981 dollars. Comparing this Authority for Survey with that amount helps bring the PE costs into perspective.

This increase in preliminary engineering is to be funded by obligation from the Supplemental FAIX funds now available.

TAS:ECM:JS

Attachment

cc: D.R. Adams
C.H. Duval
E.J. Dunn
J.R. Rose
D.E. Swan
G.E. Zehner
J. Gaither
C. Laux
R.C. Brooks

a

9390

2

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9721(2)
SE King Rd. at Price-Fuller Rd.
Item 90135, Signal
Clackamas County

Date: August 25, 1981

Reply to
Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

By letter of August 21, 1981, Mr. Swan has requested an increase in authorized funding for construction of this project. Your request will be considered concurrently with our review of PS&E documents.

G. K.
for Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 26 '81
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig CO
8-26-81

9390

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 21, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Program Change
Item No. 90135
Project No. IX-9721(2)
SE King Rd. @ SE Price-Fuller Rd. Sec.
Clackamas County

I request additional Interstate Substitution General Fund financing for the subject project based on the fact that the latest cost estimate exceeds the funds authorized under PR-1240 on August 14, 1980. Approval of this request will involve additional estimated total cost of $8,000 and obligation of $6,800 in Federal funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF	%	APPN CODE	ROUTE
Present	$63,000.00	$53,550.00	85	---	---
Previous	55,000.00	46,750.00		823	I-80N
Difference	$ 8,000.00	$ 6,800.00	85	772	I-80N

These additional funds are to come from the FY '81 supplemeantal allocation.

JLG:bkc

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
Gary Zehner
General Files

Form 734-3122

9390

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 19, 1981

File No: 203-1909

TO: D.H. MOEHRING ATTN: D.E. SWAN
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: SE King-SE Price Fuller Rd.
Traffic Signal
Clackamas County
203-1909

The recent PS&E estimate for construction of this project is $63,000 (TEC). This is equivalent to $53,550 (federal). In FY 1980 we obligated $46,750 (federal) for a previous design of this project. It was not contracted in 1980 because Clackamas County requested some design changes.

To obligate the additional $6,800 (federal) required to match the current PS&E estimate, please use the cost overrun provision of the supplemental Interstate Transfer funds recently made available by FHWA. The cost overrun category contains $350,000 (federal) to cover overruns on projects from the Priority One list and from previous years.

We don't want to obligate funds for any projects on the back-up list for supplemental FAIX funds until we have identified specific projects on the primary list that will not be ready for obligation in FY 1981.

TAS:ECM:JS

cc: D.R. Adams
S. Macnab
G.E. Zehner
C. Laux
J. Rose
R. Brooks

9390

Section S.E. King Rd. at S.E. Price Fuller Rd. Programming Estimate $ 63,000

Highway FAU 9721 (Price Fuller Rd.) Project Length ~

County Clackamas 8-10-81 Completion Time 180 CD

Kind of Work Traffic Signals Est. Comp. Date April 25, '82

Prefix 203 - 1909 Letting Date Sept. 24, '81 Project No. IX-9721(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 50,565^{00}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	900	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished Software	500	$ 4,450^{00}
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	3,050	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		

Adjust Utilities:

Subtotal	$	55,015^{00}
Contingencies (4-1/2%)		2,475^{68}
Engineering (~~8~~, ~~9~~, [✓ 10%])		5,501^{50}
~~Subtotal~~	$	
Credit for		
Estimated Net Authorization, Construction	$	62,992^{18}

APPROVED

cc: Earl Hershon

Road Design Engineer

Rec'd 8-10-81
funded from Supplement
Contingency 1.
G

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

~~SUM Y - BID SCHEDULE~~ - COST ESTIMATE

Sheet 1 of 1

Date Aug. 6, 1981

ection S.E. King Rd. at S.E. Price Fuller Rd.

County CLACKAMAS

ind Of Work Traffic Signal Installation

Length ~

Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		All	All	-	1,000-
2	Temporary Signs		Sq. Ft.	237	6-	1,422-
3	Flagmen		Hour	40	24-	960
4	Traffic Signal Installation, Complete		All	All	-	47,183-

9390

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: MEMO TO FILE

DATE: June 18, 1981

FROM: W. R. Zirbes
Signal Engineer

SUBJECT: Harmony Road at Price Fuller Road Signal and King Road at Price Fuller Road Fire Signal
Clackamas County

NOTED
E. S. HUNTER

At a scheduling meeting on June 17, 1981, it was suggested that the two subject projects be combined and let as one project. This office has encountered some problems with this idea.

The Harmony Road at Price Fuller Road project is in the Specifications Section and could be ready for an early letting. The King Road at Price Fuller project is being drafted and is not ready for letting at this time. It appears that it would be beneficial to proceed with letting the Harmony Road project rather than wait for King Road, as minimal benefits are derived from combining signal projects in the Metropolitan Area.

Harmony Road at Price Fuller Road is a full signal with a pavement overlay. King Road at Price Fuller Road is a fire signal with a controller revision at 82nd Avenue. A combination of the two projects entails combining specifications, additional drafting and delay to the Harmony Road at Price Fuller Road project.

Jack Sullivan was contacted and advised of the problems. He agreed that it would be advantageous to let the projects separately.

WRZ:ds

cc: E. S. Hunter
Jack Sullivan
Project Management
Don Adams
Ed Hardt

RECEIVED
TECHNICAL SERVICES
JUN 19 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

9390

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9721(2)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90135

FROM:

G. L. Green, Division Administrator
FHWA - Oregon Division 8-14-80

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy to
M. Klatt
G. Zelinsk

DATE PS&E APPROVED 8/14/80	DATE AUTHORIZATION EFFECTIVE 8/14/80	FEDERAL ROUTE NUMBER FAU 9721 STATE ROUTE NUMBER County Road

GENERAL LOCATION:

SE King Road at SE Price - Fuller Road

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* see below

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/17/80 you are now authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $55,000 Federal funds $46,750.

DATE 8/14/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1975-631-035

9390

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway # 703

Prefix: 203-1909

Attention: Right-of-Way Section 7-31-80

Subject: Federal Aid Project No. IX-9721(2)
Project Name S.E. King Rd. @ S.E. Price Fuller Rd.
Price Fuller Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 31st day of July, 1980

County of Clackamas

~~County Judge~~/Chairman

Certified By:

for Regional Right-of-Way Supervisor
Date 8/7/80

Commissioner

Ralph Groener
Commissioner

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9390

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

June 17, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90135
Project No. IX-9721(2)
S.E. King Road @ S.E. Price-Fuller Road Section
Clackamas County

Attached support data consist of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's intention to request PS&E approval upon availability of funds.

I request transfer of Interstate Substitution General Funds for the construction of the subject project. This action will involve an estimated total cost of $55,000 with substitution funds in the amount of $46,750.

This request is based on the February 23, 1979 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

DRH:bke
Attachments

cc: R.N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Form 734-3122

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 6-17-80

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., S.E. King Rd. @ S.E. Price-Fuller Rd. 65	ADT	PRESENT 2,500	FUTURE (66) (70) ---	YEAR (71) (72) --	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Traffic Signal 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9721

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA 17-31: Portland

COUNTY NAME: Clackamas

ROUTE NO. U — FEDERAL-AID: 9721 (32) — STATE: Co. Rd. (36) (37) — U.S.: --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14)(15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y031		"SE King Road @ S.E. Price-Fuller Road Sec."	0.0	55,000	46,750	------	8,250

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	55,000 (16) (23)	46,750 (24) (33)	------	8,250
1	14	PROGRAM APPROVAL DATES 10-18-78 10-04-79						

REMARKS
Additional Data: Item No. 90
No. IX-9721

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

6-17-80

LOCATION (45 typewriter spaces) d., S.E. King Rd. @ S.E. Price-Fuller Rd. 65	ADT	PRESENT 2,500	FUTURE --- (66) (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 823 (4) (9)	ITEM NO. 90135 (14) (18)

K (35 typewriter al 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
IX- 14 23	9721 7 13	(2)	(24) (26)	27

Interstate Substitutions General Funded

Portland

COUNTY NAME	CODE
Clackamas	005 (14) (16)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9721 (32)	Co. Rd. (36)	(37) -- (41)

PROGRAM STAGE
☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			Util. Adj. as req.
W								
ST CS 1		"SE King Road @ S.E. Price-Fuller Road Sec."	0.0	55,000	46,750	------	8,250	
DRH		PROJECT TOTALS	0.0	55,000 (16) (23)	46,750 (24) (33)	------	8,250	

L DATES
10-18-78
10-04-79

REMARKS
Additional Data: Item No. 90135; Project No. IX-9721(1).

-over-

USCOMM DUSCOMM-DC 48905-P61

S.E. King Road @ S.E. Price-Fuller Road Section
Project No. IX-9721(2)

Remarks cont'd:

Project Data: The work consists of installation of an emergency fire signal at King Rd. & Price-Fuller Rd. interconnected, with override capability, to existing signals at King Rd. and 82nd Ave., utility adjustments as required and incidental work common to this type of project.

Right of Way: No additional anticipated.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Statewide categorical exclusions approved by FHWA on 2-25-80.

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review exempt under working agreement.

b) Dist. 2 Clearinghouse --- A-95 review satisfied through inclusion of project in MSD TIP.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under Oregon Action Plan.

b) Location/Design --- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '80 TIP/AE on page 144 line 265.

9390

Price Fuller Rd. @ S.E. King Rd. Signal Unit
S.E. King Rd.-S.E. Harmony Rd. Section
Price Fuller Road
Clackamas County
Prefix 203-1909

NARRATIVE REPORT

February 11, 1980

This unit of the location survey is for the installation of a remote activated signal at the intersection of Price Fuller Road & S.E. King Rd. An intertie with the existing signal at the intersection of S.E. 82nd Ave. & S.E. King Rd. is required to provide free egress of fire trucks in emergencies.

Due to funding restrictions it is the desire of the County that only the absolute minimum of construction be performed to accomplish the desired results.

It is believed that the existing signal controller at S.E. 82nd & King Rd. will require replacement to accomodate the additional phases. Recommended phase sequence is included as part of this survey.

Location of the two (2) poles w/mast arms is the recommendation of Ron Failmezger Region Traffic Engineer and does not require additional R/W.

Traffic control should be minimal. It is envisioned that portable signs and flagmen will be adequate for setting the poles & attaching the signal heads as well as stringing the wire for remote activation. No other required measures are forseen.

R K Cameron

5-21-80
County wants this to go as soon as possible.
N

Rec'd. 2-20-80

Included in Clack. Co. "TSM"
OK

H

STATE OF OREGON
Highway Division--Region 1

INTEROFFICE MEMO
653-3090

TO: ROB CAMERON
Resident Location Engineer

DATE: January 30, 1980

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: FIRE SIGNAL
Price Fuller Rd.-King Rd.
Clackamas County
TSM Project

The subject intersection is located 150 feet west of the 82nd Avenue and King Road intersection. It is the opinion of this office that the proposed fire signal will not operate without revisions and connections to the 82nd and King Road signal. It is recommended that the subject project include a controller change and cabinet modifications that would provide preemption in the 82nd and King Road signal, with the phasing on attachment No. 4. It is also recommended that the fire signal be actuated from the fire station and connected to the controller by hardwire.

LHG/gw

Attachment

cc: L. E. George
E. L. Hardt
M. D. Payne

Contains Recycled Materials
81-125-1387

OREGON STATE HIGHWAY DIVISION
S ARY--BID SCHEDULE--COST ESTIM

Sheet 1 of 1
Date February 11, 1980

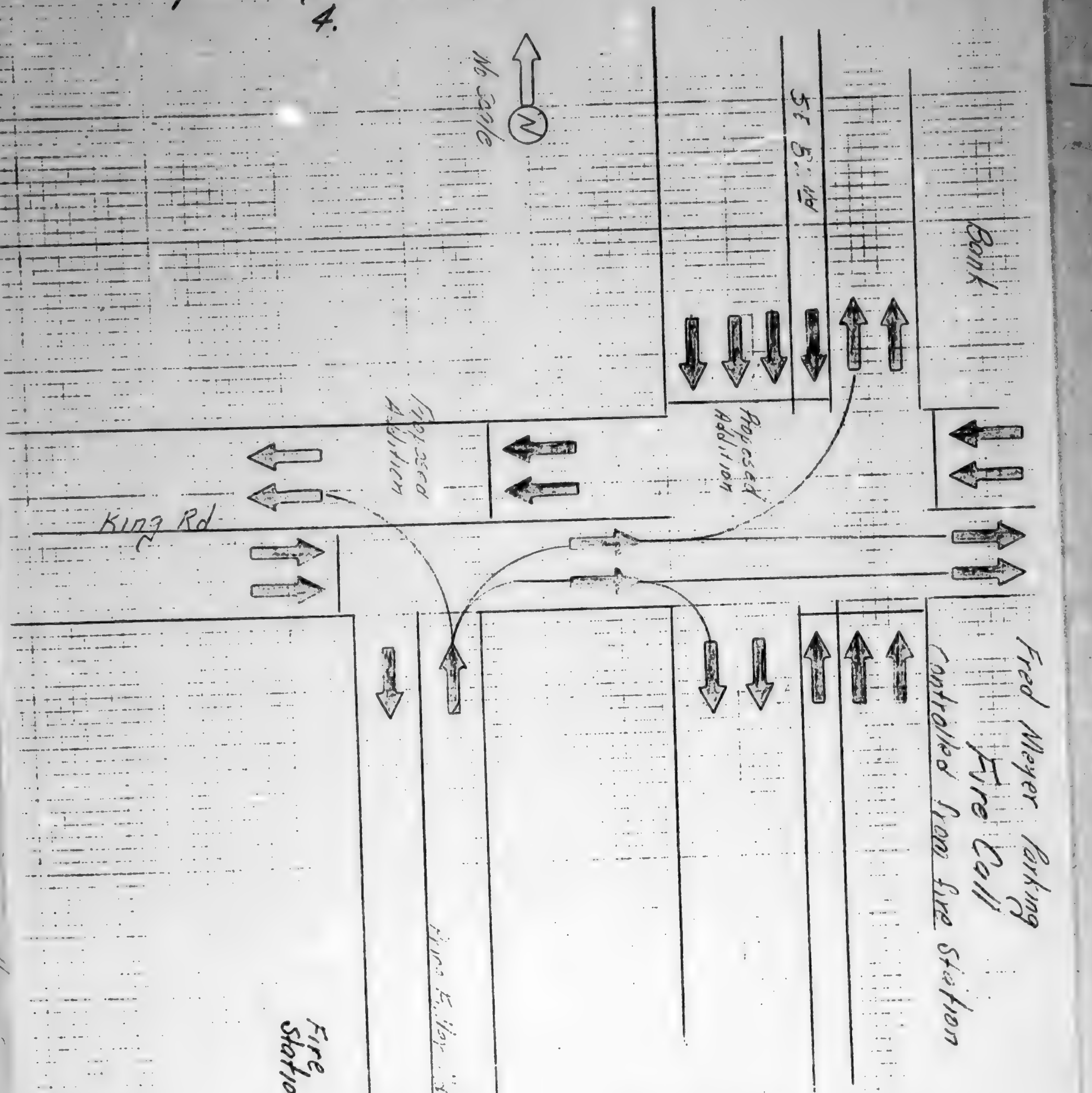
ection S.E. King Rd - S.E Harmony Rd (Signal - King @ Price Fuller) County Clackamas

ind Of Work Signal w/remote preempt Length ______ Name Zirbes (2) Goldsby

o	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (10%)	110	LS	All		5,125
2	Temp Protect & Direct Traffic (1%)	111	LS	All		500
3	Flagmen	111	Hour	32	21.00	675
4	Multiphase signal complete	661	LS	All		50,000
	Subtotal					56,200
	Engineering & Contengencies (25%)					14,000
	TOTAL					70,200
	Additional anticipated items					
	NONE					
	Right of Way					
	None					

Price Fuller R @ King Rd
Prefix 203-1909

Proposed Signal Phasing
4.


No Scale
N
Bank
Proposed Addition
Proposed Addition
King Rd
Fred Meyer Parking
Fire Call
Controlled from fire station
Fire Station

390

April 11, 1979

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6964

Gentlemen:

Attached for your records is one fully executed copy each of agreements which concern the following:

1) The King Road-Harmony Road Section of S.E. Price-Fuller Road (FAU 9721)
2) The Aldercrest Drive Intersection of Oatfield Road (FAU 9665)
3) The Bull Run River Bridge Section of Bull Run Road

We have retained one fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

9340

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATION

3-29-79

FEDERAL AID PROJECT NO. IX-9721(1)

STATE JECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90135

RECEIVED
STATE HWY ENGR
APR 5'79
REFER TO -
Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 3-29-79

FEDERAL ROUTE NUMBER FAU 9721

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

S.E. King Rd. - S.E. Harmony Rd. Section
SE Price - Fuller Rd.

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 5, 1979, you are now authorized to proceed with the above work for a TEC of $8,000 - Federal Funds limited to $6,800.

DATE 3-29-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hoo

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9390

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 5, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90135
Project No. IX-9721(1)
S.E. King Rd.-S.E. Harmony Rd. Section
S.E. Price Fuller Road
Clackamas County

Attached is support data consisting of PR-1 forms and project maps.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $8,000 with obligation of Federal funds of $6,800.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work necessary to obtain PS & E approval.

3) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2.

These requests are based on the February 23, 1979 letter to you from Mr. F. B. Klaboe, Director of Department of Transportation.

JLG:tmw

Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R2067;

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

March 5, 1979

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., S.E. King Rd. to S.E. Harmony Rd.		2,500	---		10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NAT'L. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23	PROJECT NUMBER: NUMBER 7
3	Preliminary Engineering								IX-	9721

CARD						
	CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded	COUNTY NAME: Clackamas				CO 00 (14)
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. U	FEDERAL-AID: 9721 (32)	STATE: Co. Rd.* (36)	U.S. (37): --	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			1.09	8,000	6,800	---	1,200
5					ROW							
5					CONST (CODE)		"S.E. King RD.-S.E. Harmony Rd. Sec."		(122,000)			

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG			1.09	8,000	6,800	---	1,200
1 1	14	PROGRAM APPROVAL DATES	10-18-78			(16) (23)	(24) (33)	REMARKS	

* S.E. Price Fuller Rd.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

March 5, 1979

JECT LOCATION *(45 typewriter spaces)* o. Rd., S.E. King Rd. to S.E. Harmony Rd. 65	**ADT**	PRESENT 2,500	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 823 (4) (9)	ITEM NO. 90135 (14) (18)

WORK *(35 typewriter* neering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- 14 23	NUMBER 9721 7	SEQ. NO. (1) 13	I. Projects Only POST MI. (24) (26) | DESIG. 27

Interstate Substitutions General Funded

Portland

COUNTY NAME Clackamas CODE 005 (14) (16)

ROUTE NO. U FEDERAL-AID 9721 (32) STATE Co. Rd.* (36) (37) U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

			ESTIMATED PROJECT COST BY PHASES					
WORK TYPE 46	STEP 53	TERMINI *(Full description)*	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS 85% (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
E			1.09	8,000	6,800	---	1,200	Util. Prep. work as req.
OW								
ONST (CODE)		"S.E. King RD.-S.E. Harmony Rd. Sec."		(122,000)				ROW-60' normal; Access Control-none; Parking Restrictions-partial.
Y JLG		PROJECT TOTALS	1.09	8,000 (16) (23)	6,800 (24) (33)	---	1,200	

PROVAL DATES 10-18-78

REMARKS

* S.E. Price Fuller Rd.

-over-

USCOMM DUSCOMM-DC 48905-P61

S.E. King Rd.-S.E. Harmony Rd. Section
Project No. IX-9721(1)

Existing Facility: Two traffic lanes consisting of bit. surf. 22 feet to 28 feet in width with shoulders two feet to 15 feet in width.

Adjacent Sections:

N. End --- Jct. with S.E. King Rd. ("T" type intersection)

S. End --- Jct. with Harmony Rd. (" " ")

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future widening to provide for two travel lanes and pedestrian/bikeways on each side. Also installation of an emergency fire signal at King Rd. interconnected, with override capability, to the existing signals at King Rd. and 82nd Ave.

Right of Way: No additional anticipated.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 25, 1975 based on "Statewide Environmental Assessment for Highway Safety Improvement Projects".

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review exempt under working agreement.

b) Dist. 2 Clearinghouse --- A-95 review satisfied through inclusion of project in MSD TIP.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under Oregon Action Plan.

b) Location/Design --- Not a factor in teh development of this project.

Note: 1) This project is in Congressional District No. 3.

2) Included in MSD (CRAG) FY '79 TIP/AE on page 134 line 316.

9390 4,

March 5, 1979

The Honorable Victor Atiyeh
Governor
207 State Capitol
Salem, Oregon

Dear Governor:

Re: Substitute Transportation Projects Using
Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate funds.

No projects were submitted to the Federal Highway Administration (FHWA) in the month of January. The following projects in the Portland Urbanized Area were submitted to FHWA in the month of February.

	Funds		
Project	Federal	State	Local
1) Portland Ave. @ Abernathy Lane (Gladstone) Section	$ 17,000	--	$ 3,000
2) Aldercrest Dr. Intersection	$ 66,000	--	$ 11,700
3) "B" Ave.-North Shore Rd. (Lake Oswego)	$661,300	--	$116,700
4) SE King Rd.-SE Harmony Rd.	$110,500	--	$ 19,500

The criteria used to select these projects is the Region's Transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the months of January or February.

Sincerely,

F. B. Klaboe
Director of Transportation

bc: H. S. Coulter
D. H. Moehring

[illegible]

9390

2.

February 23, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: F. B. Klaboe, Director
Department of Transportation

SUBJECT: Interstate Transfer Funds Projects
Portland Urban Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for one highway project in the Portland urban area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Fed. Funds	Local Matching Funds
SE King Rd.-SE Harmony Rd.	PE & Constr.	$110,500	$19,500

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate these funds as they are authorized by the Metropolitan Service District.

cc: Metropolitan Service District

bc: H. S. Coulter
L. W. Rulien
Bob Bothman
D. H. Moehring

DES: jv

9390

2.

January 31, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the February 8 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Beaverton submitted two requests. One is for a $332,000 project to improve a 2.4 mile segment of Tualatin Valley Highway, upgrade existing signals, and construct a park-and-ride lot, the other is for a $277,000 project to provide multiple improvements at various locations within a 2.9 mile section of Beaverton-Tualatin Highway.

Lake Oswego is requesting a $778,000 project to provide four travel lanes and a left-turn lane on Oswego Highway and provide a computerized signal system.

Two requests were received from Clackamas County. One is for a $78,000 project to realign Oatfield Road and modify the Aldercrest Drive approaches, the other is for a $130,000 project to widen Price-Fuller Road and install an emergency fire signal at King Road.

Interstate Transfer funds for these projects are estimated at $1,355,750, with Local Government providing all of the required $239,250 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachments

GEZ:lml
BC: F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
L. W. Rulien
V. E. Skoog
J. H. Versteeg
E. L. Hardt
G. W. Wimer (3)
George Bell
R. N. Bothman

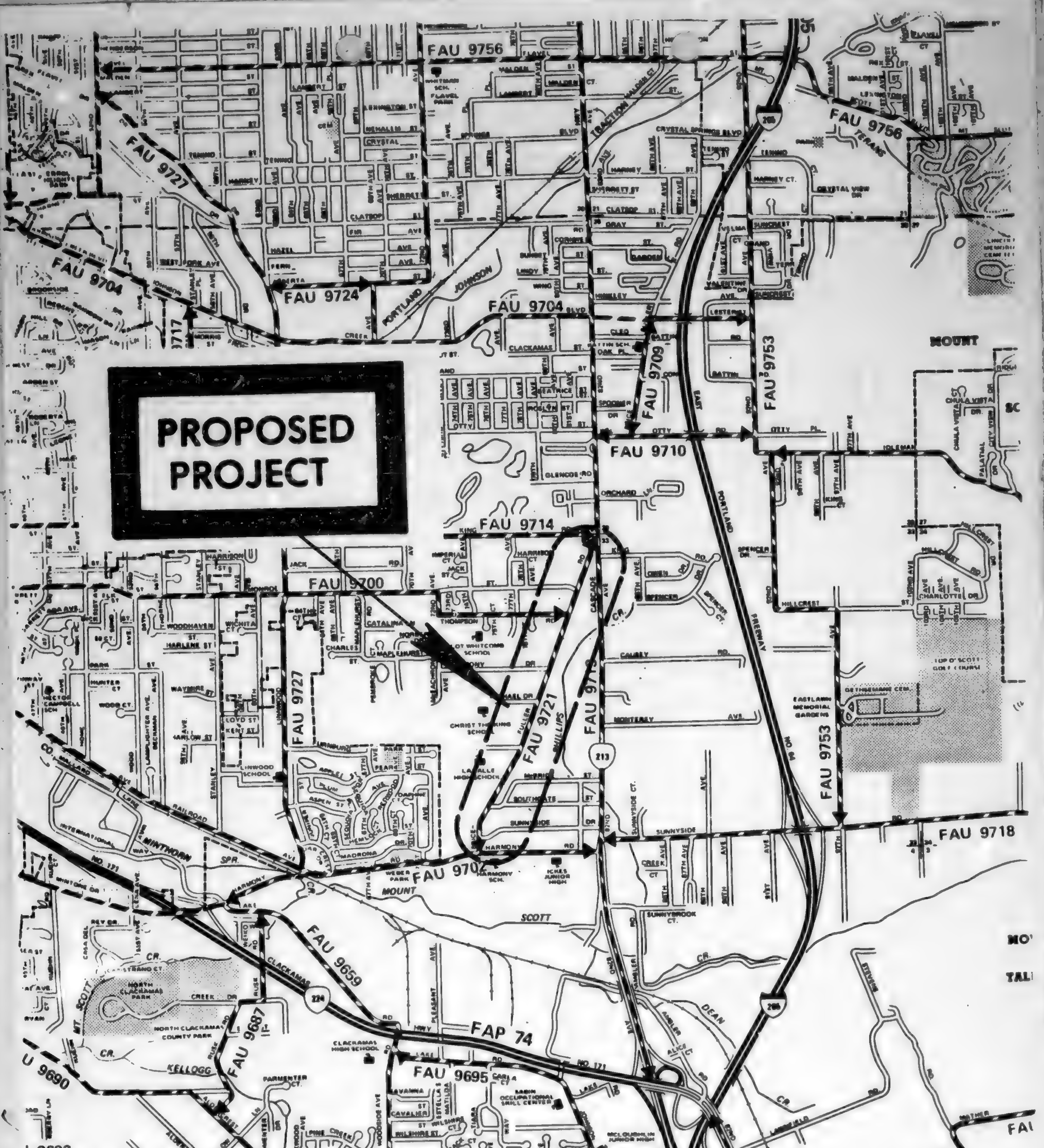
CLACKAMAS COUNTY
Proposed Interstate Transfer Project

S.E. King Road-S.E. Harmony Road
S.E. Price-Fuller Road, FAU 9721
Grade, Pave, Signals, Signing & Striping
1.09 miles
$130,000

This project entails all the work and costs to widen Price-Fuller Road to provide for two travel lanes and pedestrian/bikeways on each side. An emergency fire signal will be installed at the intersection of Price-Fuller Road and King Road. The signal will be activated on command from within Clackamas County Fire District Station No. 1 on Price-Fuller Road and will be interconnected, with override capability, to the existing signals at King Road and 82nd Avenue.

State will perform preliminary and construction engineering.

79-b
1/31/79



PROPOSED PROJECT
FAU 9756
FAU 9727
FAU 9704
FAU 9724
9717
FAU 9709
FAU 9753
FAU 9710
FAU 9714
FAU 9700
FAU 9721
FAU 9719
213
FAU 9702
FAU 9718
FAU 9659
FAU 9687
FAP 74
FAU 9695
U 9690
U 9692
FAU 9698
FAI 205
FAU 9653
205
224
PORTLAND
JOHNSON
CREEK
TRACTION
FLAVEL
CRYSTAL SPRINGS BLVD
CLATSOP
KING
JACK
HARRISON
THOMPSON
MAPLEHURST
CHRIST THE KING SCHOOL
LA SALLE HIGH SCHOOL
PHILLIPS
CAUSEY
MONTEREY
SUNNYSIDE
HARMONY
HARMONY SCH.
ICKES JUNIOR HIGH
MOUNT
SCOTT
CR.
MT. SCOTT
NORTH CLACKAMAS PARK
NORTH CLACKAMAS COUNTY PARK
KELLOGG
CLACKAMAS HIGH SCHOOL
THIESSEN
EASTLAWN MEMORIAL GARDENS
TOP O' SCOTT GOLF COURSE
PORTLAND FREEWAY
HILLCREST
OTTY

9390

⑤

STATE OF OREGON

INTEROFFICE MEMO

Technical Services
DEPT.

238-8231
TELEPHONE

TO: D. H. MOEHRING, Manager
Project Management   Attn: D.E. Swan

DATE: January 9, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: S.E. King Road-S.E. Harmony Road
S.E. Price Fuller Road (FAU 9721)
Clackamas County
Planning File No. 78-99

to Terpin 1-12-79

Here is our programming packet on the subject project. Included are a project information sheet, authority for survey, two federal aid project requests, and a memo regarding the project estimate. Also included is an agreement information sheet for the use of your agreement writer. This project is covered by the statewide assessment.

This is an e(4) project. It is included in the Gladstone-Milwaukie Subarea TSM project listed on page 134 of the CRAG TIP.

Please program $8,000 for preliminary engineering at this time.

Attachments

ECM:pq

cc F. E. Terpin
Metro Tech. Svcs. (8)

PROJECT MANAGEMENT

cc: Program Packet
to Swan 1-15-79
✓

cc: signal Request to
Traffic for review/comment
✓

81-125-1387

SEK0001

Form 239 (Rev. 9-71) 9390

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-99

AUTHORITY FOR SURVEY

Section S.E. KING ROAD-S.E. HARMONY ROAD

Highway Price Fuller Road, FAU 9721

County Clackamas

Date January 9, 1979

Authorization No. 1

Survey Prefix 203-1909 (Assigned by Salem office)

Description of termini, route, length, etc.: Routing is that of the existing Price Fuller Road beginning at its intersection with King Road and extending to Harmony Road. The overall length is 1.09 miles.

Proposed: Pave shoulders to provide two 12-foot lanes with 8-foot paved shoulders. Improve the King Road intersection, install emergency fire signal at King Road intersection and provide an interconnect to King Road-82nd interchange with override capability.

Purpose of survey: State to perform field survey, prepare environmental documents, plans, specifications, cost estimates and perform S&E.

IX-9721 (1)
3-29-79

Category 3NM
Fund e(4)

		Estimate of Cost
Field Survey	(901)	3,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	2,500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 8,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

SP*23609-734

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved:

BEN GIFFORD

9390

Project S.E. King Rd. - S.E. Harmony Rd., S.E. Price Fuller Road

Agency Clackamas County Date 1-8-79

Type of Project Widening, emergency fire signal.

Funds SOS [✓ e(4)] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(XX)	( )	( )
Monitor PE	(XX)	( )	( )	( )
Field Survey	( )	(XX)	( )	( )
Prepare Environmental Statements	( )	( )	(XX)	( )
Review & Process Envir. Statements	( )	(XX)	( )	( )
Public Hearings	( )	( )	(X)	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	(X)	( )	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	(X)	( )	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	( )	( )	(X)	( )
Power Consumption	( )	( )	(X)	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

9390

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section S.E. King Road - S.E. Harmony Road **Date** 1-8-79
Highway S.E. Price Fuller Road (FAU 9721) **County** Clackamas

Existing Facility

Access control? None parking restrictions? Partial
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas " "
Historical areas " "

Roadway: no. lanes 2 paved shoulders? 2 ft. to 15 ft.
pavement width 22 ft. to 28 ft.

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

North end: "T" intersection with King Road
South end: "T" intersection with Harmony Road

Railroad crossings

Name of railroad None no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

9390

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-8230
DEPT. TELEPHONE

TO: THE FILE **DATE:** January 3, 1979

FROM: EARL MERSHON Earl Mershon
Metro Tech. Svs. Staff Assistant

SUBJECT: King Road to Harmony Road
Price Fuller Road
Clackamas County
Metro Planning File 78-99

Dennis Everson of Clackamas County called on December 29 regarding the ODOT cost estimate for the subject project. The ODOT estimate is for $130,000, compared to the Clackamas County request of $89,000.

Dennis stated that Clackamas County will accept our estimate as being the correct estimate for the improvement they have proposed.

I told Dennis that we would enter the ODOT estimate of $130,000 on the project request and would proceed with programming the project. This estimate includes $12,000 for preliminary engineering.

js

cc: M.J. Klotz
J.R. Rose

81-125-1307

9390

FEDERAL AID PROJECT REQUEST

Date August 18, 1978

Applicant Agency Clackamas County

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 9721 **Route Name** Price Fuller Road #12017 at King Road #12153

Project Name Emergency Vehicle Signal-Price Fuller at King Road (This is an addendum to the Price Fuller Road TSM Project)

Project Length ____ **Project Location (Attach sketch map)**

Project Description Installation of an Emergency-Traffic Signal at the Price Fuller and King Road intersection. The emergency signal is to be activated on command from within Clackamas County Fire District No. 1 Station No.1 located on Price Fuller Road. The operation of the emergency-traffic signal shall be interconnected with pre-empt capability to the existing signal at King Road and 82nd Avenue.

Average Daily Traffic King Road 10,400 1976 **Design Speed** ------
Price Fuller Road 2,455 11/77

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width Price Fuller 24 ft. to 28 ft. King Rd. 48 ft **Travel Lanes** King 4/Fuller 2 **Shoulders** ____
Medians None **Parking** ____
Sidewalks None
Remarks ____

2. **Desired Roadway Cross Section:** (Attach sketch)

Width ____ **Travel Lanes** ____ **Shoulders** ____
Medians ____ **Parking** ____
Curbed ____ **Length Curb Radii** ____
Sidewalk/Bikeway ____
Remarks Proposed roadway improvements to the existing intersection at Price Fuller and King Road are described in the Price Fuller Road King Road to Harmony Road TSM Project request.

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width Price Fuller Road 60 ft. King Rd. 60 ft. **Minimum** ____ **Maximum** ____

2. **Has right-of-way been acquired for this project subsequent to January 2, 1971?**
Yes ____ **No** X

3. **Will additional right-of-way be needed?** **Yes** ____ **No** X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? **Yes** ____ **No** ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

Price Fuller at King Road None
King Road at 82nd Avenue-Traffic actuated signal

2. Proposed Signalization:

Location King Road at the Price Fuller Road intersection

Type Emergency-Traffic Signal interconnected with preempt capability to the existing signal at King Road and 82nd Avenue

Phases 2

Type of Suspension (2) strain poles and span wire

Interconnected yes

Remarks The emergency-traffic signal is to be activated on command from within Clackamas County Fire District No. 1 Station No. 1 .

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Luminaires are mounted on power poles in the vicinity of the project

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	BERNARD L. STRAIGHT - Traffic Engineer Office
2.	Environmental	BERNARD L. STRAIGHT - Traffic Engineer Office
3.	Public Hearing	BERNARD L. STRAIGHT - Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant____ State X Consultant____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	$ ~~20,500.00~~ $25,000
Illumination	
Structures	
Railroad	
Other Contingency	$ ~~2,000.00~~
Preliminary engineering	$ ~~1,500.00~~ $2500
PROJECT TOTAL	$ ~~24,000.00~~ $27,500

Remarks This is an addendum to the Price Fuller Road TSM Project.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF________ and/or Clackamas COUNTY

By________ By Original

By________ By Signed

By________

(1976)

S.E. KING RD. - S.E. HARMONY RD.

S.E. Price Fuller Rd.
(FAU 9721)
Clackamas County

Attached is the traffic signal warrant sheet for the emergency-traffic signal to be installed at Price Fuller Road and King Road near Fire District 1 station. An emergency signal at this location will allow safe access to 82nd Drive.

The 1976 average daily traffic volume on King Road was 10,400 vehicles. This location meets the requirements for an emergency signal installation.

It is recommended the request be approved. Fire District 1 in Clackamas County does not have fire pre-emption equipment at this time. The county has indicated they would be open to suggestion as to the type of equipment which should be included on the signals.

TOM SCHWAB
Transportation Analysis Engineer

pq

PROJECT MANAGEMENT
☐ CCE ☐
FAE ☐

Zahner a

WARRANT FOR FIRE STATION SIGNALS

KING ROAD & PRICE-FULL ROAD
CLACKAMAS COUNTY
JAN 25, 1979

The warrant for a fire station traffic signal is met when:

(1.) (A) Highway volumes meet or exceed the Minimum Vehicular Volume traffic signal warrant as shown on the following table:

			STANDARD WARRANT	70%* WARRANT
KING RD	2-lane highway ADT	10400 ('76)	9,300	6,500
	4-lane highway ADT		11,100	7,800

- or -

(B) The sight distance from the normal STOP position on the fire station exit is less than that shown in the following table:**

NOT APPLICABLE

85th PERCENTILE SPEED ON HIGHWAY	SIGHT DISTANCE ALONG HIGHWAY
20	120
25	160
30	210
35	270
40	320
45	380
50	450
55	500
60	650

- or -

(C) Highway volumes have abnormally high repetitive peak conditions.

- and -

991 per yr.
864 Left on King
127 Right on King
19.1 per week

(2.) The number of fire calls onto the highway averages at least two per week, and

300'

(3.) The fire station is either adjacent to the highway or located on a side street less than one block from the highway intersection under consideration, and

TSM PROJECT

4. The Fire District agrees to participate as follows:

(A) On new installations, the local agency and the State shall share equally in the total cost of the installation.

---

* 85th percentile speed in excess of 40 MPH

** The "PREPARE TO STOP WHEN LIGHTS FLASH" sign (OW 15-14) is normally used when this warrant is met.

(B) On existing signal installations, the local agency shall pay the entire cost of all material necessary to make the existing signal function as a pre-empted type traffic signal. The State shall pay all costs for installing such material. [illegible]

AGREEMENT

5. The local agency agrees to pay all power costs. The State agrees to maintain the installation.

9390 ⑤

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project e(4)

Federal Aid Route No. FAU 9721 Route Name Price Fuller Road #12017

Project Name Price Fuller Road - King Road to Harmony Road Pedestrian/Bicycle Improvement

Project Length 1.09 mile Project Location (Attach sketch map)

Project Description Widen Price Fuller Road at the King Road intersection to a 36 ft pavement section extending the existing curb and sidewalk north 150 ft. to King Road and relocate the existing bus shelter to the south. Extend asphalt paving onto the shoulder areas the full lenght of Price Fuller Road. Applying aggregate base as required. Resulting in two 12 ft. travel lanes with 8 ft. paved shoulders. Application of pavement marking to delineate the shoulder as pedestrain bicycle ways.

Average Daily Traffic 2,455 11/77 Design Speed 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20ft to 28 ft. Travel Lanes 2 Shoulders 2 ft. to 15 ft.

Medians None Parking restricted

Sidewalks existing segment east side, south of King Road

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 40 ft. Travel Lanes 2 @ 12 ft. Shoulders 8 ft. paved

Medians None Parking restricted

Curbed at King Rd. Intersection Length Curb Radii 25 ft. with mounting ramps

Sidewalk/Bikeway The paved shoulders will be used as pedestrian bicycle ways.

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks Signalization is proposed at the Harmony Road intersection and is described in an individual project request.

3. **Permanent Signing:**

Include in project or by applicant? include in project

4. **Permanent Striping:**

Include in project or by applicant? include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

Luminaires mounted on power poles at various locations throughout the project.

2. **Proposed Illumination:**

Location none

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

II. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bernard L. Straight, Traffic Engineer — Office
2. Environmental — Bernard L. Straight, Traffic Engineer — Office
3. Public Hearing — Bernard L. Straight, Traffic ENgineer — Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant______ State X Consultant______

3. Will applicant perform any work prior to or after award of contract?

Yes______ No X

If "yes," describe briefly:______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~49,000.00~~ $93,000
Right-of-way costs (if participating)	
Traffic control	~~5,000.00~~
Illumination	
Structures	
Railroad	
Other contingency	~~5,500.00~~ $9,500
Preliminary engineering	~~5,500.00~~
PROJECT TOTAL	$ ~~65,000.00~~ $102,500 EdM.

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone - Milwaukie Subarea

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

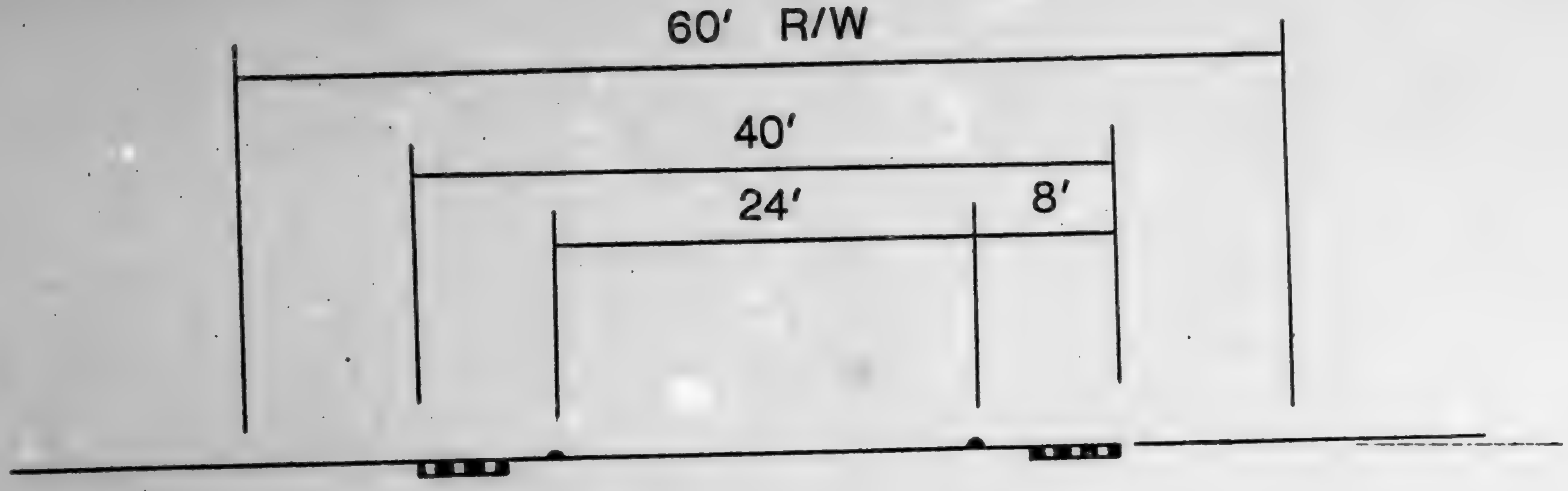
CITY OF______ and/or Clackamas COUNTY

By______ By Ralph Groener

By______ By

By Stan Skoko

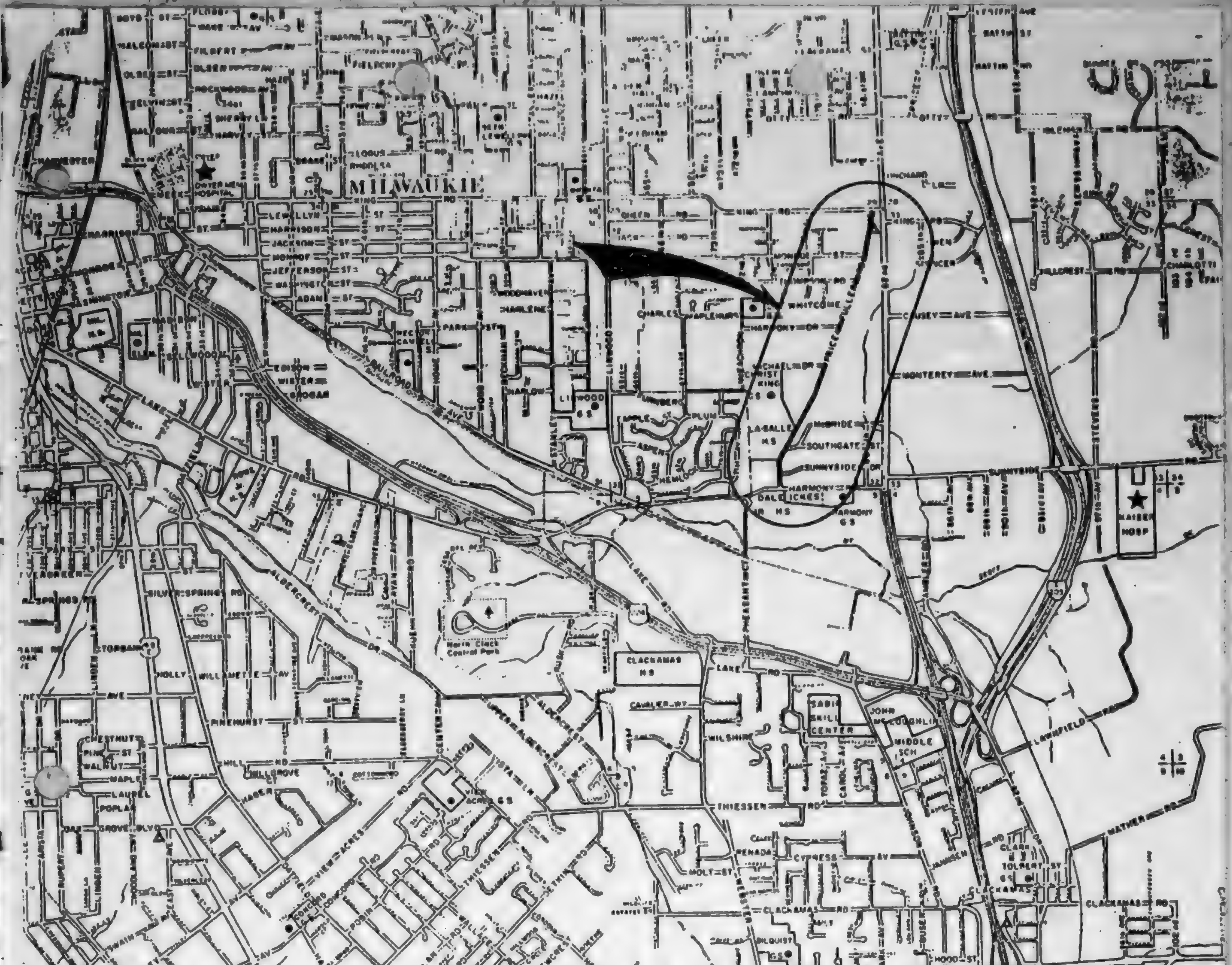
(1976)



PROPOSED

SECTION

PRICE FULLER ROAD


MILWAUKIE
JOHNSON CITY
GLADSTONE
RIVER
CLACKAMAS HS
REX PUTNAM HS
LA SALLE HS
KAISER HOSP
JOHN McLOUGHLIN MIDDLE SCH
North Clack Central Park
Riverside Park
Mary S. Young State Park
THIESSEN RD
CLACKAMAS RD
SUNNYSIDE RD
MONTEREY AVE
HARMONY RD
CONCORD
JENNINGS
OATFIELD
HOOD ST
JENNIFER ST
MABEL AVE
RIVERSIDE GS
CEDAR OAK GS

1981 SE Harmony Rd. @ SE Price 9391
Fuller Rd. Sec. of FAU 9702 SW of
Portland. (Gr., Pav. & Signals)

C&A 7137 10/30/79

9391

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	140514
DATE	11-30-84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 3528

CODE CLACKCY

- CLACKAMAS COUNTY
- DEPARTMENT OF ENVIRONMENTAL QUALITY
- 902 ABERNATHY ROAD
- OREGON CITY, OR 97045

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			$1,861.89
203-1913	297	00	000		105.63
203-1034	296	00	000		(1,967.52)
203-1913	296	00	000		(105.63)
203-1034	297	00	000		(1,967.52)

DESCRIPTION	TOTAL PRICE
TRAFFIC SIGNAL INSTALLATION HARMONY RD @ PRICE FULLER ROAD AGREEMENT 7137, CONTRACT 9391 IX-9702(3) & IX-9702(6)	
COUNTY SHARE OF PROJECT (SEE ATTACHED ITEMIZED STATEMENT)	$21,419.31
LESS: ADVANCE DEPOSIT	(19,400.00)
CREDIT FOR P.E. WORK BY COUNTY	(105.19)
CREDIT FOR CONST. WORK BY COUNTY	(52.53)
AMOUNT DUE	$ 1,861.89

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH: 378-6011 FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM PH: 378-6232 PREPARER OF INVOICE

↑ FOLD

734-1150 (7-81)

9391

OREGON STATE HIGHWAY DIVISION

Rev. 11-2-84

ITEMIZED STATEMENT OF FINAL COSTS DATE: OCTOBER 23, 1984

COUNTY: CLACKAMAS AGREEMENT NO: 7137 & 7183 PROJECT NO: IX-9702(3)(6)

CONTRACT NO: 9391 SECTION: HARMONY RD. AT PRICE FULLER RD.

PRELIMINARY ENGINEERING (PREFIX NO. 203-1913 & 403-1917):

Project Manager ($247.07 Nonparticipating)	$ 3,855.66
Work by Clackamas County	701.24
Final Design	2,740.21
R/W Descriptions	421.00
Region Geology	98.84
Traffic Section	2,451.41
R/W Liaison	17.61
Region Utility Liaison	6.30
Program Section	181.69
Specifications	1,131.98
Administrative Services	40.82
Environmental Section ($27.64 Nonparticipating)	564.23
TOTAL P.E. COST	$12,210.99
Less Federal Funds	(10,145.83)
LOCAL SHARE	$ 2,065.16

CONSTRUCTION (PREFIX NO. 203-1034):

Payment to Contractor	$93,304.45
Interest on Final Payment (Nonparticipating)	15.92
SFO #1 Permanent Pavement Striping	874.69
SFO #2 State Furnished Software	500.00
SFO #3 Signal Controller Testing	1,875.00
SFO #4 Furnish & Install Fire Pre-emption (Clack. Co.)	4,844.05
Construction Engineering ($2,245.10 Nonpartic.)	14,081.74
Audit Expense	560.70
Program Section	177.26
Salem Lab	1,712.91
Portland Lab	65.09
Technical Services	673.68
Construction Section	301.97
Region Office	442.18
EEO Monitoring	111.36
TOTAL CONST. COST	$119,541.00
Less Federal Funds	(99,687.98)
COUNTY SHARE CONST. COST	$ 19,853.02

SUMMARY:

County Share P.E. Cost:

$$\frac{\text{TOTAL CONTRACT WORK CONT. NO. 9391}}{\text{TOTAL CONT. WORK CONT. NO. 9257 + TOTAL CONT. WORK CONT. NO. 9391}} \text{ X } 2{,}065.16 =$$

$$\frac{\$93{,}304.45}{\$29{,}718.00 + \$93{,}304.45} \text{ x } \$2{,}065.16 = \$\ 1{,}566.29$$

County Share Const. Cost	19,853.02
TOTAL COUNTY SHARE	$21,419.31
Less County Advance Deposit 11-18-81	(19,400.00)
Less Credit for P.E. Work by County	(105.19)
Less Credit for Const. Work by County	(52.23)
BALANCE DUE FROM COUNTY	$ 1,861.89

GEZ:bkb

9391

203-1034

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-16-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITOL BUILDING
SALEM, OR 97310

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9702(6)

VOUCHER PERIOD

FROM 9-18-81

TO 10-7-83

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$119,541.00	$117,279.98	85%	$99,687.98	$99,687.98	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	8-16-84	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. HARMONY RD. AT S.E. PRICE FULLER RD. SECTION					
	FAU 9702 (S.E. HARMONY ROAD)					
	CLACKAMAS COUNTY					
	CONSTRUCTION					
	TYPE CODE 6201					
	ROADWAY (STA. "H" 135+00 TO STA. "H" 142+19.53)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$ 93,304.45	
SFC	# 1 PERMANENT PAVEMENT STRIPING (STATE)	ALL REQUIRED			874.69	
SFC	# 2 STATE FURNISHED SOFTWARE PROGRAM	ALL REQUIRED			500.00	
SFC	# 3 SIGNAL CONTROLLER TESTING (STATE)	ALL REQUIRED			1,875.00	
SFC	# 4 FURNISH AND INSTALL FIRE PRE-EMPTION SYSTEM (CLACKAMAS COUNTY)	ALL REQUIRED			4,844.05	
	TOTAL PARTICIPATING CONSTRUCTION COST				$101,398.19	
	CONSTRUCTION ENGINEERING					
	STATE	ALL REQUIRED			$ 15,209.73	
	MISC PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			560.70	
	EEO MONITORING EXPENSE	ALL REQUIRED			111.36	
	TOTAL MISC PROJECT COST				$ 672.06	
	TOTAL PARTICIPATING PROJECT COST				$117,279.98	
	NON PARTICIPATING PROJECT COST					
	INTEREST FINAL PAYMENTS	ALL REQUIRED			$ 15.92	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			2,245.10	
	TOTAL NON PARTICIPAITNG PROJECT COST				$ 2,261.02	
	TOTAL PROJECT COST				$119,541.00	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-9-84					
	AMOUNT CARRIED FORWARD					

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                                                                                                     82     82
        203   1033       950       00 N 1                                                 2.60       82     82
        203   1033       985       00 P 1                                                50.89       82     82
                         TOT       P1                                             50,795.42
                         TOT       N1                                                802.91
                    ** JOB TOTALS **                       **                **    51,599.33  **

                                                                                                 STATE
SE HARMONY ROASE PRICE FU     CONT NO 9391 * FA PROJ NOS X10 9702006 100         93,304.45       82     82
        203   1034       201       00 P 1                                            15.72       83     83
        203   1034       206       00 N 1                                           500.00       83     83
        203   1034       210       02 P 1                                           874.69       82     82
        203   1034       220       01 P 1                                         1,875.00       83     83
        203   1034       270       03 P 1                                                        82     84
        203   1034       270       03 N 1                         300.00CR        4,844.05       83     84
        203   1034       270       04 P 1                         702.33CR      117,521.25CR     82     84
        203   1034       296       00 N 9                                        17,833.27       82     82
        203   1034       297       00 N 9                                        99,687.98       82     84
        203   1034       298       00 N 9                         702.33         11,123.19       81     84
        203   1034       900       00 P 1                         609.63          2,245.10       83     84
        203   1034       900       00 N 1                         609.63CR          560.70       84     84
        203   1034       915       00 P 1                                           177.26       81     82
        203   1034       920       00 P 1                                         1,712.91       82     84
        203   1034       940       00 P 1                                            65.09       82     82
        203   1034       941       00 P 1                                           673.68       82     84
        203   1034       944       00 P 1                                           301.97       82     83
        203   1034       945       00 P 1                                           442.18       81     84
        203   1034       946       00 P 1                                           713.45       82     84
        203   1034       948       00 P 1                                           111.36       82     82
        203   1034       985       00 P 1                         609.63        117,279.98
                         TOT       P1                             909.63CR        2,261.02
                         TOT       N1                             300.00CR**    119,541.00  **
                    ** JOB TOTALS **                       **

                                                                                                 STATE
ORTFIELD ROASE THIESSEN R     CONT NO 9397 = FA PROJ NOS X10 9665011 100        153,902.60       82     84
        203   1036       201       00 P 1                                           600.00       82     82
        203   1036       201       00 N 1                                        17,400.00CR     82     83
        203   1036       203       00 P 1                                            78.26       84     84
        203   1036       206       00 N 1                                           500.00       83     83
        203   1036       210       02 P 1                                         1,191.73       83     83
        203   1036       270       01 P 1                                         1,175.00       83     83
        203   1036       270       03 P 1
```

1 134 10 37 201 00 P 1

801
BILLING NUMBER 11

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/20/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
203-1021	1*	X10 -9702-004 APPR-772	47,611.32	56,266.55	56,013.32	85.00	47,611.32	47,611.32		
203-1028	1*	SOS -0300-008 APPR-680	70,177.01	83,510.70	79,583.82	88.18	70,177.01	70,177.01		
203-1033	1*	X1 -9721-002 APPR-823	43,176.96	51,599.33	50,796.42	85.00	43,176.96	43,176.96		
	2*	X10 -9721-002 APPR-772				85.00				
203-1033		PREFIX TOTALS	43,176.96	51,599.33	50,796.42		43,176.96	43,176.96		
203-1034	1*	X10 -9702-006 APPR-772	99,687.98	119,541.00	117,279.98	85.00	99,687.98	99,687.98		
203-1036	1	X10 -9665-011 APPR-772	159,199.00	179,008.28	177,898.03	85.00	151,213.33	151,221.15		7.82CR
203-1042	1	BROS-0300-005 APPR-117	238,709.16	282,990.31	276,353.12	80.00	221,082.50	221,082.50		
	2	BROS-0300-005 APPR-680	118,096.42	120,652.70	120,652.70	88.18	106,391.55	106,391.55		
203-1042		PREFIX TOTALS	356,805.58	403,643.01	397,005.82		327,474.05	327,474.05		
203-1047	1	PMS -000S-118 APPR-140	45,000.00	17,006.36	17,006.36	100.00	17,006.36	17,006.36		
203-1055	1	HES -9669-011 APPR-141	599.00	150.10	150.10	90.00	135.09	135.09		
203-1064	1	HES -9674-004 APPR-141	180,158.00	150,889.56	150,459.56	90.00	135,413.60	100,309.34		35,104.26
203-1069	1	RRS -9731-001 APPR-138	70,876.00	24.12	24.12	90.00	21.71	21 71		
203-1084	1	PMS -000S-065 APPR-140	547.36	1,544.99	1,530.72	100.00	1,530.72	547.36	983.36 B	
205-1001	1*	PMS -000S-109 APPR-140	38,512.61	40,137.20	38,512.61	100.00	38,512.61	38,512.61		
205-1099	1	BROS-0500-004 APPR-117	277,267.97	351,768.31	343,114.28	80.00	274,491.42	274,491.42		
206-1058	1	SOS -0600-001 APPR-680	275,910.00	342,668.95	349,644.13	76.94	269,016.19	269,019.27		3.08CR
	2	BROS-0600-001 APPR-117	138,820.00	187,751.01	180,602.32	76.94	138,955.43	138,820.00	135.43 B	
206-1058		PREFIX TOTALS	414,730.00	530,419.96	530,246.45		407,971.62	407,839.27	135.43	3.08CR
207-1049	1*	BROS-0700-004 APPR-117	101,583.18	127,046.54	126,895.97	80.00	101,516.78	101,583.18	66.40-D	
207-1050	1*	BHOS-0700-005 APPR-117	43,422.45	58,828.95	54,278.06	80.00	43,422.45	43,335.54	86.91 D	
209-1022	1*	SOS -0902-001 APPR-680	56,825.54	64,479.81	64,442.66	88.18	56,825.54	56,825.54		
	2	BROS-0902-001 APPR-117	26,389.56	32,986.95	32,986.95	80.00	26,389.56	26,389.56		
209-1022		PREFIX TOTALS	83,215.10	97,466.76	97,429.61		83,215.10	83,215.10		
209-1023	1*	BROS-0900-005 APPR-117	95,033.58	118,859.55	118,791.97	80.00	95,033.58	95,033.58		

9391

nig

~~cc: OSHD (Mr C[illegible]ter)~~

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Region (HCM-010) FINAL ACCEPTANCE REPORT

10-7-83

REGION NUMBER 10	REPORT NUMBER 3	COUNTY Clackamas		DIVISION Oregon
DATE OF REPORT 9-30-83		REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9702(6)
COMPLETION DATE 6-10-82		ACCEPTANCE DATE BY CONTRACT AGENCY 4-15-83	TIME ELAPSED 96	CONTRACT TIME 100
APPROVED EXTENSIONS --		LOCATION See below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE. HARMONY ROAD @ SE. PRICE FULLER ROAD
SE. HARMONY ROAD
Signal Installation

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 10 '83
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy 10/17

---TPL---

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Thomas P Lowe Thomas P. Lowe	SIGNATURE Glenn K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer 9-30-83	TITLE Field Operations Engineer DATE 10/7/83

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS MAY BE USED.

9391

May 3, 1983

COM 5
#9391

Klein & Hand, P.C.
Attorneys at Law
397 North First Street
P.O. Box 377
Woodburn, OR 97071

Attention: Lucien S. Klein

Gentlemen or Ladies:

Thank you for your letter of April 19, 1983, on behalf of your client, Gantel, Incorporated, stating that the claim against Gresham Paving, Inc., has been paid in full.

This appears to be in reference to Gresham Paving, Inc., Contract No. 9391 for work on S. E. Harmony Road at S. E. Price Fuller Road in Clackamas County.

This information will be noted in our records and we will advise the surety, agent, and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: Gresham Paving, Inc.
4540 SE 174th
Portland, OR 97236

Fireman's Fund Insurance Co.
121 SW Salmon, Suite 900
Portland, OR 97204
Attn: B. Michael Bowen, Fidelity & Surety Specialist

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

ED
5-5-83

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

April 19, 1983

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97301

Re: Your file no. CON 5
#9391

Dear Mr. Gormsen:

In behalf of my client, Cantel, Incorporated, I am advising you that Cantel, Incorporated has been paid in full for its claim filed against Gresham Paving, Inc., for Contract No. 9391, for the work on S.E. Harmony Road at S.E. Price Fuller Road, Clackamas County, Oregon.

Very truly yours,

Lucien S. Klein

LUCIEN S. KLEIN

cad:LSK

RECEIVED
APR 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9391. 5-2-83 File 8

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Banducci Bros. Const. No. 9465	Cow Cr. & Manzanita SRA's Douglas & Josephine Counties	April 4, 1983
Stach Const. Co. No. 9342	Williamson River Bridge Klamath County	April 5, 1983
Don Haisch Const. Co. No. 9507	Clatskanie River (Clatskanie) Bridge Columbia County	April 11, 1983
Rogue River Paving Co.,Inc. No. 9521	Fairhaven School-Agate St. Klamath County	April 11, 1983
Hamilton Electric, Inc. No. 9512	SE 162nd Ave.-NW Ava Ave. Multnomah County	April 11, 1983
Banducci Bros. Const. No. 9448	Gettings Cr., Cabin Cr. & S. Umpqua Safety Rest Areas Lane & Douglas Counties	April 12, 1983
Hertz Electric, Inc. No. 9462	Washington County Fire Pre-Emption Project No. 1 Washington County	April 12, 1983
Gresham Paving, Inc. No. 9391	SE Harmony Rd. @ SE Price Fuller Rd. Clackamas County	April 15, 1983
Ajax Electric Co. No. 9470	Col. River Hwy. @ 1st St. (Rainier) Columbia County	April 15, 1983
JAL Construction, Inc. No. 9524	Antelope Creek Culvert Crook County	April 18, 1983

Contractor and Contract No.	Section and County	Acceptance Date
C.C. Meisel Co., Inc. No. 9311	Newberg-M.P. 26.0 Marion & Yamhill Counties	April 18, 1983
Stach Construction Co. No. 9432	Fiddle Creek Bridges Lane County	April 22, 1983
Hansen Electric Co. No. 9438	NE Sandy Blvd.-SE Washington St. (Portland) Multnomah County	April 28, 1983

May 2, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9391

April 27, 1983

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9391

Gentlemen or Ladies:

Contract No. 9391 awarded to Gresham Paving, Inc., for work on the S.E. Harmony Road at S.E. Price Fuller Road Section of FAU 9702 in Clackamas County was completed on March 18, 1983, and accepted by the State Highway Division on April 15, 1983.

Final payment in the amount of $2,449.26 will be released to the contractor in care of your company after May 2, 1983. The total contract amount is $93,304.45 including $460 for work performed under force account.

You were advised previously that claims have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

CL-82-231
9391

b

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 13 1982
NORMA PAULUS
SECRETARY OF STATE

December 10, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9391

RECEIVED
DEC 14 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Klein & Hand, P.C.
Attorneys at Law
P. O. Box 377
Woodburn, OR 97071

Attention: Lucien S. Klein

Gentlemen or Ladies:

This will acknowledge your letter of December 3 with attached Notice of Claim from your client, Cantel Incorporated, concerning the following Highway Division contract:

FILED BY:	Cantel Incorporated
AMOUNT:	$255.20
FOR:	Rentals and sales of hazard warning equipment
CONTRACT NO.:	9391
PROJECT:	S. E. Harmony Road at S. E. Price Fuller Road, Clackamas County
SURETY:	Fireman's Fund Insurance Co.
AGENT:	Boyd & Company Insurance

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Noted on Card
12-22-82 jo

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

December 3, 1982

CERTIFIED MAIL NO. P329 781 033
RETURN RECEIPT REQUESTED

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Enclosed is a Notice of Claim executed by Cantel, Incorporated against the bond of Gresham Paving, Inc. for the State Highway Project described in the Notice of Claim.

Copies of this Notice of Claim, substantiating invoices, statement, telephone log, and Proof of Claim are being sent to Mr. Thane W. Tienson, attorney for Fireman's Fund Insurance Company.

Very truly yours,

Lucien S. Klein

LUCIEN S. KLEIN

LSK:cad

Enclosure

RECEIVED
DEC 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Department of Transportation
State Highway Division

Notice hereby is given that the undersigned, CANTEL INCORPORATED, has a claim for rentals and sales of hazard warning equipment in the sum of $255.20 against the bond taken from Fireman's Fund Insurance Companies as surety for Gresham Paving, Inc., as principal, for the work of Contract No. 9391, Harmony Road Project in Clackamas County, Oregon.

Dated: December 3, 1982.

CANTEL INCORPORATED

By: Raymond Kahl
President

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DEC 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

391

L

October 25, 1982

Mitchell, Lang & Smith
Attorneys at Law
101 S.W. Main Street
Portland, OR 97204

CON 3
#9253, 9250, 9404,
9397, 9396, 9391

Attention: Thane W. Tienson

Gentlemen:

This will acknowledge your letter of October 7 stating that you represent Fireman's Fund Insurance Company, surety for Gresham Paving, Inc., on Contract Nos. 9253, 9250, 9404, 9397, 9396 and 9391.

As requested in that letter, the Highway Division will make the checks for the contract balances on all the above projects payable to Gresham Paving Company, & Fireman's Fund Insurance Companies and mailed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Sincerely,

ED

dc 10-25-82

Robert W. Gormsen
COMMISSION SERVICES

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Company Insurance
10201 S.E. Washington St.
Portland, OR 97216

Mr. B. Michael Bowen
Fidelity & Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

bc: Jack Sollis
C. T. Keasey
Robert Church
Jan Petersen
Ed Hardt
Charles Lebaugh
Jim McNamee
Willard Hoffman

FKN:dc

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102
4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

RECEIVED
OCT 15 1982
LEGAL

October 13, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: State Contract No.'s: 9391, 9396
9397, 9404, 9250 & 9255

Attention: Robert Gormsen

Dear Mr. Gormsen,

As discussed with you yesterday by phone this letter will authorize the payment of our checks to be issued in our name and mailed directly to our bonding company (Fireman's Fund Insurance Co.).

Please contact me if you have any questions.

Sincerely,

GRESHAM PAVING, INC.

Scott F. Pickens
President

cc: Mike Bowen - Fireman's Fund
Thain Tienson - Attorney

Tw

10-16-82

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OCT 15 1982
CO[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

MITCHELL, LANG & SMITH
ATTORNEYS AT LAW
2000 ONE MAIN PLACE
101 S. W. MAIN STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 221-1011

CHARLES T. SMITH
RICHARD L. LANG
WM. H. MITCHELL
JEFFREY M. KILMER
WILLIAM A. MASTERS
WM. KELLY OLSON
E. PENNOCK GHEEN
MICHAEL A. LEHNER
DENNIS J. HUBEL
BRUCE M. WHITE
THANE W. TIENSON
MARGARET LEEK LEIBERAN

DONALD E. HERSHISER
OF COUNSEL

ANDREW K. CHENOWETH
REX A. MALOTT
BRUCE L. SCHAFER
STEPHEN C. VOORHEES
JAMES R. MARTIN
JOHN A. WITTMAYER
MARK R. MOLINE

October 7, 1982

10/12/82
Bob called
contractor
to get letter
of ok from
them

Mr. Robert Gormsen
Commission Services
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

RE: OSHD Jobs 9391, 9396, 9397, 9404, 9250, & 9255
Our File No. 250/30662-0

Dear Mr. Gormsen:

I represent Fireman's Fund Insurance Company, the surety for Gresham Paving, on the above-captioned projects. I hereby direct you to make your checks for the contract balances on all projects payable to "Gresham Paving Company, c/o Fireman's Fund Insurance Companies". All checks should be directed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
FIREMAN'S FUND INSURANCE COMPANY
Post Office Box 3825
Portland, Oregon 97208

I've enclosed a copy of the General Indemnity Agreement executed by Gresham Paving Company and the principals involved, Scott and Charlene Pickens. As you will observe, the terms of the agreement permit Fireman's Fund to request all monies owed to Gresham Paving on the projects bonded by Fireman's Fund Insurance Company to be directed to Fireman's Fund. This authority is granted to Fireman's Fund in the event of a failure by Gresham Paving to pay for labor or

[illegible]

materials in the prosecution of the contract (see paragraphs 4 and 5). As you are no doubt aware, there have been such failures, and it is for that reason that this request is being made.

Thank you for your cooperation. Please call me if you have any questions.

Very truly yours,

Thane W. Tienson

TWT:dj
Enclosures

cc: Jan Peterson
Michael Bowen
Robert D. Church

RECEIVED
OCT 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FIREMAN'S FUND
INSURANCE COMPANIES

☐ FIREMAN'S FUND INSURANCE COMPANY
☐ THE AMERICAN INSURANCE COMPANY
☐ NATIONAL SURETY CORPORATION
☐ ASSOCIATED INDEMNITY CORPORATION
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY

Copy to H.O.

GENERAL INDEMNITY AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, that whereas the undersigned, hereinafter called Indemnitors, have requested and do hereby request FIREMAN'S FUND INSURANCE COMPANY, THE AMERICAN INSURANCE COMPANY, NATIONAL SURETY CORPORATION, ASSOCIATED INDEMNITY CORPORATION or AMERICAN AUTOMOBILE INSURANCE COMPANY, as the case may be, any one or all hereinafter referred to as Surety, to execute or procure the execution of such bonds, undertakings or recognizances (all of which are hereinafter included within the term "bond or bonds") as have been and such as may hereafter be applied for directly or through an agent, attorney or other representative or required, solely or as co-adventurer with others, by any of the Indemnitors or by any person, firm, corporation or association whose name shall, for that purpose, have been furnished to the Surety by any of the Indemnitors, it being understood and agreed that this instrument shall cover all bonds so applied for and executed, whether or not this instrument is referred to or mentioned in connection therewith;

NOW, THEREFORE, in consideration of the premises and of the execution or continuance of such bonds, the Indemnitors for themselves, their heirs, executors, administrators, successors and assigns, do hereby jointly and severally, covenant and agree with the Surety, its successors and assigns, as follows:

1. The Indemnitors will pay, when due, all premiums for each of such bonds in accordance with the Surety's regular manual rates in effect on the date such bond becomes effective, as long as liability thereunder shall continue, and until the Surety is furnished with evidence satisfactory to the Surety of its discharge or release from the bonds, or of all liability by reason thereof.

2. The Indemnitors will indemnify the Surety against any and all liability, loss, costs, damages, fees of attorneys and other expenses which the Surety may sustain or incur by reason of, or in consequence of the execution of such bonds and any renewal, continuation or successor thereof, including but not limited to, sums paid or liabilities incurred in settlement of, and expenses paid or incurred in connection with claims, suits, or judgments under such bonds, expenses paid or incurred in enforcing the terms hereof, in procuring or attempting to procure release from liability, or in recovering or attempting to recover losses or expenses paid or incurred, as aforesaid.

3. If the Surety shall set up a reserve to cover any liability, claim asserted, suit or judgment under any such bond, the Indemnitors will, immediately upon demand and whether or not the Surety shall have made any payment therefor, deposit with the Surety a sum of money equal to such reserve and any increase thereof as collateral security on such bond, and such sum and any other money or property which shall have been or shall hereafter be pledged as collateral security on any such bond shall be available, in the discretion of the Surety, as collateral security on all bonds coming within the scope of this instrument or for any other indebtedness of the Indemnitors to the Surety; and any such collateral security shall be held subject to the terms of the Surety's regular form of receipt for collateral, which is by reference made a part hereof.

4. If any such bond be given in connection with a contract, the Surety in its sole discretion is hereby authorized, but not required, (a) to consent to any change in the contract or in the plans and specifications relating thereto; (b) to make or guarantee advances or loans for the purposes of the contract without any obligation to see to the application thereof, it being understood that the amount of all such advances or loans shall be conclusively presumed to be a loss hereunder for which the Indemnitors are liable; (c) in the event of any default in the performance of the contract, or the breach of this agreement or of any bond connected therewith, or the failure to diligently prosecute the work under any contract, or to pay for labor and materials used in the prosecution of the contract, or in the event work has ceased or been suspended on any contract or contracts covered by any said bonds, to take possession of the work under the contract, and, at the expense of the Indemnitors, to complete the contract or cause the same to be completed or to consent to the completion thereof, and to take any other action which the Surety may deem appropriate. In the event that the Surety takes possession of the work as above provided, the Indemnitors hereby release and discharge the Surety, in this connection, from all liability for all its actions and omissions except for deliberate malfeasance.

5. The Indemnitors hereby assign, transfer, pledge and convey to the Surety (effective as of the date of each such bond, but only in the event of default, breach or failure as referred to in preceding Section 4.), as collateral security, to secure the obligations hereunder and any other indebtedness and liabilities of the Indemnitors to the Surety, all of their rights under the contracts, referred to in such bonds, including their right, title and interest in and to (1) all subcontracts let in connection therewith and such subcontractors' surety bonds, (2) all machinery, plant, equipment, tools and materials which shall be upon the site or sites of the work or elsewhere for the purposes of the contracts, including all materials ordered for the contracts, and (3) any and all sums due or which may thereafter become due under such contracts and all sums due or to become due on all other contracts, bonded or unbonded, in which any or all of the Indemnitors have an interest.

6. The Surety may at its option, file or record this agreement or any other document executed by any or all of the Indemnitors, individually or jointly, in connection with application, issuance or execution of any bond or bonds, as a security agreement or as part of a financing statement or as notice of its prior interest and assignment under the provisions of the Uniform

Commercial Code or any other statute or regulation of any jurisdiction or agency, but that the filing or recording of such document shall be solely at the option of the Surety and that the failure to do so shall not release or impair any of the obligations of the Indemnitors under this agreement.

7. If any of the bonds are executed in connection with a contract which by its terms or by law prohibits assignment of contract proceeds, or any part thereof, the Indemnitors covenant and agree to hold all money or other proceeds of the contract, whether received as payment or loan, as a trust for the benefit of the Surety and to use such money or other proceeds for the purpose of performing the contract and discharging the obligation of the bond, and for no other purpose, until the bond is completely exonerated.

8. The Surety shall have the exclusive right to decide and determine whether any claim, liability, suit or judgment made or brought against the Surety or the Indemnitors or any one of them on any such bond shall or shall not be paid, compromised, resisted, defended, tried or appealed, and the Surety's decision thereon, if made in good faith shall be final and binding upon the Indemnitors, unless the Indemnitors shall request the Surety to litigate such claim or demand, or to defend such suit, or to appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount, to be used in paying any judgment or judgments rendered or that may be rendered, with interest, costs, expenses and attorneys fees, including those of the Surety. An itemized statement of payments made by the Surety for any of the purposes specified herein, sworn to by an officer of the Surety, or the voucher or vouchers for such payments, shall be prima facie evidence of the liability of the Indemnitors to reimburse the Surety for such payments, with interest.

9. The Indemnitors hereby authorize the Surety in its sole discretion to do the following: (a) from time to time to make or consent to any change in, or issue any substitute for or renewal of, any such bond, or in any contract referred to in any such bond, and this instrument shall apply to such substituted or changed bond or renewal; (b) if any such bond be given in an action or proceeding in any court, to recognize any attorney of record in such action or proceeding for any party thereto at the date of the execution of such bond as the authorized representative of such party until the Surety shall have been fully discharged from liability under such bond; (c) to take such steps as the Surety may deem necessary or proper to obtain release from liability from any such bond.

10. The Indemnitors hereby waive notice of the execution of any such bonds or of any act, fact or information coming to the notice or knowledge of the Surety concerning or affecting its rights or liabilities under any such bond or rights or liabilities of the Indemnitors hereunder, notice of all such being hereby expressly waived.

11. If the Surety shall procure any other company or companies to execute or join with it in executing, or to reinsure, any such bonds, this instrument shall inure to the benefit of such other company or companies, its or their successors and assigns, so as to give to it or them a direct right of action against the Indemnitors to enforce this instrument and, in that event, the word "Surety", wherever used herein, shall be deemed to include such company or companies, as their respective interests may appear.

12. The liability of the Indemnitors hereunder shall not be affected by the failure of any party to sign any such bond nor by any claim that other indemnity or security was to have been obtained nor by the release of any indemnity, or Indemnitor, nor the return or exchange of any collateral that may have been obtained; and if any party signing this instrument is not bound for any reason this obligation shall still be binding upon each and every other party.

13. Separate suits may be brought hereunder as causes of action accrue, and suit may be brought against any or all of the Indemnitors; and suit or suits upon one or more causes of action, or against one or more of the Indemnitors, shall not prejudice or bar subsequent suits against any other or all of the Indemnitors on the same or any other cause or causes of action, whether theretofore or thereafter accruing.

14. The Indemnitors waive any defense that this instrument was executed subsequent to the date of any such bond, admitting and covenanting that such bond was executed pursuant to the Indemnitors' request and in reliance on the Indemnitors' promise to execute this instrument. In the event any part of this indemnity agreement shall be void under the law of the place governing the construction hereof, then such part only shall be considered as deleted and the remainder of this agreement shall endure in full force and effect.

15. The Surety, at its option, may decline to execute or participate in or procure the execution of any such bonds.

16. Wherever used in this instrument the plural term shall include the singular and the singular shall include the plural, as the circumstances require.

17. The Indemnitors hereby irrevocably nominate, constitute, appoint and designate the Surety or its designee as their Attorney in Fact with the right, but not the obligation, to exercise all of the rights of Indemnitors assigned, transferred and set over to the Surety in this Agreement, and in the name of the Indemnitors or any of them to make, execute and deliver any and all additional or other assignments, documents or papers, including but not limited to the execution of instruments referred to in Section 5, and the endorsement of checks or other instruments representing payment of contract monies, deemed necessary and proper by the Surety in order to give full effect not only to the intent and meaning of the within assignments, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement. The Indemnitors hereby ratify and affirm all acts and actions taken and done by the Surety or its designee as such Attorney in Fact.

18. The Indemnitors hereby waive and abandon, so far as their respective obligations under this agreement are concerned, all rights to claim any of the property, including the respective homesteads, as exempt from levy, execution, sale or other legal process under the laws of any state, territory, or possession.

19. The obligation of the Indemnitors hereunder shall be continuous; provided, however, that any of the Indemnitors may give the Surety not less than thirty days written notice by registered mail of his desire to terminate this agreement but any such notice of termination shall not operate to modify, bar, discharge, limit, affect or impair his liability hereunder on or by reason of any such bond executed prior to the termination of such thirty days.

20. This agreement may not be changed or modified orally. No change or modification shall be effective unless specifically agreed in writing.

IN TESTIMONY WHEREOF, the Indemnitors, intending to be legally bound hereby, have hereunto set their hands and affixed their seals this 23rd day of February, 19 81.

Witness or Attest

GRESHAM PAVING, INC.

By: X Scott Pickens (Seal)

Scott Pickens, President

P. O. Address

By: X Scott Pickens

Scott Pickens, Individually (Seal)

P. O. Address

By: Charlene Pickens

Charlene Pickens, Individually (Seal)

P. O. Address

(Seal)

P. O. Address

(Seal)

P. O. Address

INDIVIDUAL(S) ACKNOWLEDGMENT

STATE OF Oregon } ss:

COUNTY OF Multnomah

On this June 2, 81 day of , 19 , before me personally came Scott Pickens & Charlene Pickens, to me known and known to me to be the *individual(s)* who executed the foregoing instrument, and acknowledged that they executed same.

Cynthia L. Patterson

NOTARY PUBLIC

PARTNER(S) ACKNOWLEDGMENT

STATE OF } ss:

COUNTY OF

On this day of , 19 , before me personally came , to me known, and stated that he is (are) *partner(s)* in the firm of and acknowledged that he executed the foregoing instrument as the act of the said firm.

NOTARY PUBLIC

(FOR CORPORATE ACKNOWLEDGMENT(S) SEE FOLLOWING PAGE)

CORPORATE ACKNOWLEDGMENT(S)

STATE OF Oregon } ss:
COUNTY OF Multnomah

On this 2nd day of June, 19 81, before me personally came Scott Pickens, to me known, who, being by me duly sworn, did depose and say that he resides in Boring, Oregon, that he is the President of the GRESHAM PAVING, INC., the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Cynthia L. Patterson
NOTARY PUBLIC

STATE OF ______ } ss:
COUNTY OF ______

On this ______ day of ______, 19___, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______, the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

______
NOTARY PUBLIC

STATE OF ______ } ss:
COUNTY OF ______

On this ______ day of ______, 19___, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______, the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

______
NOTARY PUBLIC

9391

2.

ROSSI & BORNEMAN
Attorneys and Counselors at Law
P.O. Box 480
345 N. Fifth Street
Coos Bay, Oregon 97420

(503) 269-7124

Gary D. Rossi
Nancy A. Borneman

September 20, 1982

Thane Tienson
Attorney at Law
2000 One Main Place
101 S. W. Main Street
Portland, OR 97204

Re: Principal : Gresham Paving, Inc.
Claim No : H830 S527370
Subfile No : 3066203
Claimant : Hansen Elec.
Project : Harmony Road - OSHD 9391

Dear Thane:

Mrs. Hansen met with Mike Bowen of Fireman's Fund and they reviewed all documentation. Claim forms were either filed or dispensed with.

Since both jobs are completed, rather than forward the voluminous documentation you requested, Hansen Electric relies on OSHD approval as substantiating its claims.

Therefore, demand for payment on OSHD 9391 in the sum of $2,388.65 and on OSHD 9396 in the sum of $13,338.94 is hereby made. In the event payment is not made by October 1, 1982, legal action on the bond will be commenced.

Please note there is an extra on 9396 which is now being processed. I am also informed that OSHD is paying Fireman's Fund directly under assignment on 9391 and 9396.

Very truly yours,

Gary D. Rossi

GDR/pat
cc: Hansen Electric
OSHD ✓

RECEIVED
SEP 21 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

info only
no resp. nec.

9311

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
3700 SE 92nd Avenue Portland, OR 97266

In Reply Refer to
File No.:

September 10, 1982

Gresham Paving, Inc.
4540 SE 174th Avenue
Portland, OR 97266

SE Harmony Road @ SE Price Fuller Road
Contract No. 9391

This is to answer your letter of August 31, 1982 regarding the extra work for rebuilding a catch inlet on the subject project.

Mr. Oetken did call me about this matter and I did agree with him that the needed work was too extensive to be covered by the bid item for adjusting inlets and did tell him it would be paid for as extra work, probably by force account, possibly by Price Agreement. I then decided to do it by force account because of the nature of the work, wrote the order and so told Mr. Oetken when I saw him on the project.

The work was performed under an approved force account order and the pertinent documents were signed by your personnel attesting that the time and materials listed were correct. The payment process will be initiated upon receipt of your billing on the specified forms. We have always expressed a willingness to assist in the preparation of these if requested.

There is no record in this office of your letter to me of March 9, nor do I or anyone else recall seeing it, nor can it be construed to be a Price Agreement. While I have authority to initiate a Price Agreement, final acceptance occurs elsewhere, a situation I am always careful to emphasize on discussing such matters.

W E Hoffman

W.E. HOFFMAN
Project Manager

Gormsen noted

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SEP 13 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

734-3122

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

August 31, 1982

State Highway Division
3700 S. E. 92nd Ave.
Portland, Oregon 97266

RE: Harmony Road @ Price Fuller Rd.
State Contract No. 9391

Attention: Bill Hoffman

Dear Bill,

There seems to be some confusion on your part as to our agreement in raise a catch basin on the above referred to project that was not shown on the plans.

On March 8, 1982 at 8:30 a. m. our estimator, Bill Oetken, phoned your office and gave Wayne Schulte and yourself a bid price of $625.00 to perform the extra work. You approved that sum and told Bill to go ahead a do it! Bill made an note of the conversation and gave it to the secretary to type a letter confirming the conversation.

I have attached a copy of both our estimator's note and the letter we typed and mailed to your office on March 9, 1982.

Our agreement was a "lump sum" price of $625.00 and not a "force account" type billing as you are now requesting. I would appreciate your complying with our agreement and executing this extra as an "extra pay item - lump sum".

Sincerely,

GRESHAM PAVING, INC.

Scott Pickens
Scott Pickens
President

cc: Bob Gormsen - State of Oregon ✓

RECEIVED
SEP 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gormsen noted

Harmony & Price Fuller 3/8/82

EXTRA 8:30 A.M.

TALKed TO WAYNE Schultz & Bill Hoffman About Pricing C.B. gave them A Price OF $625. PLUS Cost OF 6' OF 8" Concrete Pipe. They Said go Ahead AND do iT.

Bill

RECEIVED
SEP 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

March 9, 1982

State Highway Division
3700 S. E. 92nd Ave.
Portland, Oregon 97266

Re: Harmony Rd. @ Price Fuller Rd.
Contract No. 9391

Attention: Bill Hoffman

Dear Bill,

Our estimator, Bill Oetken, informed me of the extra work agreement to raise the catch basin at the above referred to project (not shown in the plans). The price quoted was $625.00 plus the cost of (2) 3' sections of 8" concrete pipe and installation of the pipe.

I would like to know if there are special forms which need to be filled out and submitted to you for this additional work. If so please advise me of the forms and the form numbers.

Thank you,

GRESHAM PAVING, INC

CWhite

Cindi White
Office Manager
E. E. O. Officer

RECEIVED
SEP 2 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

9391

August 25, 1982

Salter, McKeehan, Gudger & Rabine
Law Offices
59 East 11th Avenue, Suite A
Eugene, OR 97401

COM 5
#9396 & 9391

Attention: Monte C. McKeehan

Gentlemen:

Thank you for a copy of your letter of August 18 addressed to Norma Paulus with two Satisfactions of Claims on Performance Bonds from Signals and Control Systems, Inc., covering the following contracts with Gresham Paving, Inc.:

> Contract No. 9396 for work on Clackamas Highway-32nd Avenue (Milwaukie) Section on FAU 9714 in Clackamas County. Amount of claim: $16,185.
>
> Contract No. 9391 for work on S. E. Harmony Road at S. E. Price Fuller Road on FAU 9702 in Clackamas County. Amount of claim: $9,682.

This information will be noted in our records and we will advise the surety, agent and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

Gresham Paving, Inc.
4540 S.E. 174th St.
Portland, OR 97236

NOTED
8-25-82 dmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

August 18, 1982

Ms. Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97302

Re: Satisfaction of Claims on Performance Bonds

Dear Ms. Paulus:

Enclosed for filing are two original Satisfactions of Claim on Performance Bond for state highway job nos. 9391, and 9396.

Thank you for your assistance.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM/lm

encl.

cc: Gresham Paving, Inc.
Gary Rossi, Attorney at Law
Dept. of Transportation
Fireman's Fund Insurance Co.

RECEIVED
AUG 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION OF CLAIM ON PERFORMANCE BOND

TO: Oregon Department of Transportation
by and through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, Signals & Control Systems of Oregon, Inc., an Oregon corporation, does hereby state and affirm and acknowledge satisfaction and payment in full of that certain Claim on Performance Bond previously filed with the Department of Transportation and the Secretary of State on July 30, 1982 pertaining to Oregon State Highway Job No. 9396 for Clackamas Highway - 32nd Avenue, Milwaukie, Clackamas County, Oregon. Said Claim on Performance Bond was for the sum of $16,185.00, and said sum has been paid and received by Signals & Control Systems of Oregon, Inc. It is the intent, therefore, of Signals & Control Systems of Oregon, Inc., by and through this Satisfaction of Claim on Performance Bond, to release the general contractor, Gresham Paving, Inc., and its surety, Firemans Fund Insurance Co., from any further liability unto Signals & Control Systems of Oregon, Inc., said claim asserted by the Claim on Performance Bond having been paid in full.

DATED this 18th day of August, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By: s/ Monte C. Mc Keehen
Monte C. McKeehen, as Power of
Attorney for Gordon O. Dale,
President

CERTIFIED TRUE COPY
By

RECEIVED
AUG 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION OF CLAIM ON PERFORMANCE BOND

TO: Oregon Department of Transportation
by and through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, Signals & Control Systems of Oregon, Inc., an Oregon corporation, does hereby state and affirm and acknowledge satisfaction and payment in full of that certain Claim on Performance Bond previously filed with the Department of Transportation and the Secretary of State on July 30, 1982 pertaining to Oregon State Highway Job No. 9391 for Southeast Harmony Road at Southeast Price-Fuller Road in Clackamas County. Said Claim on Performance Bond was for the sum of $9,682.00, and said sum has been paid and received by Signals & Control Systems of Oregon, Inc. It is the intent, therefore, of Signals & Control Systems of Oregon, Inc., by and through this Satisfaction of Claim on Performance Bond, to release the general contractor, Gresham Paving, Inc., and its surety, Firemans Fund Insurance Co., from any further liability unto Signals & Control Systems of Oregon, Inc., said claim asserted by the Claim on Performance Bond having been paid in full.

DATED this 18th day of August, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By: s/ Monte C. Mc Keehen
Monte C. McKeehen, as Power of
Attorney for Gordon O. Dale,
President

CERTIFIED TRUE COPY
By

RECEIVED
AUG 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9391 8-19-82 L.

rn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9702(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90283

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-8-82

8. FEDERAL ROUTE NUMBER FAU 9702

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
S. E. Harmony Road at S. E. Price Fuller Road

11. GENERAL DESCRIPTION OF WORK
Furnish and install 3 channel "opticom" fire pre-emption system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authoization date of 6-8-82 as requested in Mr. Keasey's letter of 8-4-82 as being in the public interest for the use of Clackamas County Forces to proceed with the above work. State Force Order No. 4 representing work performed by Clackamas County is approved for a TEC of $7,160, FF $6,086.

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File

Orig to
8-20-82

14. DATE 8/19/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9391

CL 82-154

file

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 13 1982
NORMA PAULUS
SECRETARY OF STATE

August 11, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9391

Spears, Lubersky, Campbell & Bledsoe
Attorneys at Law
800 Pacific Building
520 S.W. Yamhill Street
Portland, OR 97204

RECEIVED
12
NORMA PAULUS
SECRETARY OF STATE

Attention: John W. Weil

Gentlemen:

This will acknowledge receipt of your letter of August 3, 1982, with attached Notice of Claim on behalf of Ross Island Sand and Gravel Company for material in the amount of $646.65 plus interest furnished to Hansen Electric Company.

The claim states this is in reference to the Gresham Paving, Inc., Contract No. 9391 for work on S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County.

As you know, Fireman's Fund Insurance Company through their agent furnished the bond on this contract. We advise them and the prime contractor of the filing of this claim. We note that you have filed this claim directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED O
8-26-82

dmc

cc: Gresham Paving, Inc.,
4540 S.E. 174th
Portland, OR 97236

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

P.S. Secretary of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. This claim was filed directly by the attorney.

SPEARS, LUBERSKY, CAMPBELL & BLEDSOE
(DEY, HAMPSON & NELSON)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 226-6151
TELECOPIER XEROX 410 (503) 224-0388

FRANK H. SPEARS
WILLIAM F. LUBERSKY
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
RICHARD C. HUNT
JOHN W. GOULD
JOHN M. BERMAN
RICHARD H. WILLIAMS
EDWIN A. HARNDEN
RICHARD F. LIEBMAN
CHARLES J. PRUITT
NELSON D. ATKIN II
DAVID B. MARKOWITZ
JAMES E. BARTELS
DAVID H. WILSON, JR.
MICHAEL J. LILLY
JEFFREY M. BATCHELOR
JOHN C. STEVASON
DONALD H. PYLE

BARRIE J. HERBOLD
JEFFREY C. WOLFSTONE
JAMES L. HILLER
CRAIG D. BACHMAN
MILO PETRANOVICH
FRANK M PARISI
TIMOTHY R. HARMON
BRUCE C. HAMLIN
RICHARD S. POPE
RICHARD N. VAN CLEAVE
MARY ANNE SAARINEN
JOHN W. WEIL
SCOTT P. MONFILS
PAULA B. WEISS
MICHAEL R. SANDOVAL
ANGELA M. NOLAN
GRIFFITH C. STEINKE
P. ANNE KLASSNER
CORBETT GORDON
CARRIE G. OTEY
MARIANNE E. SCHIMELFENIG
R. SCOTT McGREW
RALPH F. RAYBURN
ROBERT PEARY STAFFORD

August 3, 1982

5152-46
OUR FILE NO.

Secretary of State
136 State Capitol Building
Salem, Oregon 97310

Attention: Norma J. Paulus

Gresham Paving, Inc.
4540 S.E. 174th
Portland, Oregon 97236

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen

RE: S.E. Price Fuller Road and Harmony
OSHD No. 9391

Ladies and Gentlemen:

Enclosed please find Notice of Claim against the Bond on the above job.

Very truly yours,

John W. Weil
John W. Weil

RECEIVED
AUG 4 1982
COMM[illegible]VICES
DEPARTMENT OF TRANSPORTATION

Enclosure
cc: Hansen Electric Company
Firemen's Fund Insurance Company

Secretary of State
136 State Capitol Building
Salem, Oregon 97310

Gresham Paving, Inc.
4540 S.E. 174th
Portland, Oregon 97236

Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN THAT the undersigned, Ross Island Sand & Gravel Company, has a claim for furnishing concrete and related materials of the value of $646.65, furnished to Hansen Electric Company, plus interest, against the bond taken from Gresham Paving, Inc., as principal, and Firemen's Fund Insurance Company, as surety, for the work of constructing S.E. Price Fuller Road and Harmony, OSHD No. 9391.

ROSS ISLAND SAND & GRAVEL COMPANY

By John W. Weil
John W. Weil
Its Attorney and Agent

RECEIVED
AUG 4 1982
COMM [illegible] ICES
DEPARTMENT OF TRANSPORTATION

9391 CL-82-156

bc: Secretary of State - Please advise us of your filing dates and numbers of the attached claims on the enclosed copy of this letter. They have been filed directly by the attorney.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 3 1982
NORMA PAULUS
SECRETARY OF STATE

August 6, 1982

FILED
AUG 3 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:

CON 5
#9391✓
#9396✓
#9397✓

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

Gentlemen:

This will acknowledge a copy of your letter of July 30, 1982, addressed to Norma Paulus, Secretary of State, with attached Notices of Claims and invoices on behalf of Signals and Control Systems of Oregon for equipment and labor provided to Hansen Electric Company, subcontractor, on the following Gresham Paving, Inc. contracts:

1) Contract No. 9391 for S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County. Amount of claim: $9,682.
2) Contract No. 9396 for Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County. Amount of claim: $16,185.
3) Contract No. 9397 for Oatfield Road at S.E. Thiessen Road in Clackamas County. Amount of claim: $1,930.

The Fireman's Fund Insurance Company through their agent furnished the bonds on these contracts. We will advise them and the prime contractor of the receipt of these claims.

Please advise this office when your client's claims have been paid.

NOTED
8-24-82 dwc

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

July 30, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Ms. Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97320

Re: Claims on Performance Bonds
Jobs 9391, 9396, and 9397

Dear Ms. Paulus:

Enclosed for filing are Claims on Performance Bonds on jobs 9391, 9396, and 9397.

Thank you for your assistance.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM/lm

encl.

cc: Gresham Paving, Inc.
Hansen Electric, Inc.
State Highway Division

P22

RECEIVED
AUG [illegible] 1982
COMM[illegible]
DEPARTMENT OF [illegible]

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION
by and through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS OF OREGON, INC., an Oregon corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems of Oregon, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals and Control Systems of Oregon, Inc., by and through its officer and employee, Gordon O. Dale; said claim being in the sum of $9,682.00 against the bond taken from GRESHAM PAVING, INC., an Oregon corporation, 4540 S.E. 174th, Portland, Oregon 97236 and the surety thereon being Fireman's Fund Insurance Company by way of performance bond No. 6373875 for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on the Harmony Road and S.E. Price-Fuller Road project, and in reference to Oregon Highway Job No. 9391. Said equipment and labor was provided by claimant to Hansen Electric Co., 1127 South Broadway, Coos Bay, Oregon 97420, who was a subcontractor to Gresham Paving, Inc.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 270.528.

DATED this 30th day of July, 1982.

SIGNALS & CONTROL SYSTEMS OF OREGON

By: s/ Monte C. McKechen

CERTIFIED TRUE COPY
By

RECEIVED
AUG 3 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

J#0027

Contract #
FAU 9702

SIGNALS & CONTROL SYSTEMS OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

SOLD TO
HANSEN ELECTRIC
P.O. BOX 1228
COOS BAY, OREGON 97420

SHIP TO
SIGNALS & CONTROL SYSTEMS
OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B.	DATE
0600-19281	DALE	5-4-82	NET 30	SURFACE	SALEM	5-10-82

6		PEDESTRIAN HEADS FOR HARMONY RD. AT S.E. PRICE FULLER RD.			1,300.00

RECEIVED
AUG 2 [illegible]
COMM[illegible]
DEPARTMENT OF [illegible]

REDIFORM 7S748
POLY PAK (50 SETS) 7P748

1. . . INVOICE

QUAD

INVOICE

INVOICE NO.
J#0027

Contract #FAU

SIGNALS & CONTROL SYSTEMS OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

SOLD TO
HANSEN ELECTRIC
P.O. BOX 1228
COOS BAY, OR 97420

SHIP TO
SIGNALS & CONTROL SYSTEMS
OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B.	DATE
0600-19281	DALE	4-26-82	NET 30	TRUCK	SALEM	4-28-82

6		T30ABT2B2P 3 SECTION 12" SIGNAL HEAD			1,323.	00

RECEIVED
AUG 3 1982
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

INVOICE

J#0027

Contract #
~~FA[illegible]~~
9391

SIGNALS & CONTROL [illegible]STEMS OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

SOLD TO
HANSEN ELECTRIC CO.
P.O. BOX 1228

COOS BAY, OR 97420

SHIP TO
OSHD TESTING LAB
2445 LIBERTY ST. S.E.
SALEM, OREGON 97310

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B	DATE
110-19281	DAK	5-12-82	Net 30	[illegible]	Salem	5/13/82

170 CONTROLLER W/332 CABINET	
LOT MOUNTING HARDWARE	
ILL. SIGN	7,059.00
JOB COMPLETE	

RECEIVED
AUG 9 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 75748
LY PAK (50 SETS) 7P748

9391

August 4, 1982

Gresham Paving, Inc.
4540 S.E. 174th Avenue
Portland, OR 97236

CON 5
#9391

Attention: Cindi White
Office Manager

Gentlemen or Ladies:

Thank you for your letter of July 7 stating that a check in the amount of $28,578.54 has been issued to Western-Pacific Construction Materials (Riedel International, Inc.) for materials supplied on the Harmony Road Project, Contract No. 9391.

This information is being noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102
4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

July 7, 1982

Department of Transportation
Transportatin Building
Salem, Oregon 97310

Re: Bond Claim Submitted By Reidel International, Inc.
On State Project Harmony Road at S. E. Price Fuller
Road in Clackamas County. State Contract No. 9391

Attention: Robert Gormsen

Dear Mr. Gormsen,

We have just received a copy of your letter to Reidel International in regards to the above referred to project.

This letter will advise you that all materials have been paid for in full to Western-Pacific Construction Materials (Reidel International) on the Harmony Road project.

A check was issued to Western-Pacific on 06/18/82 in the amount of $28,578.54 which included payments of: 04/21 #289713, 04/22 #289189, 04/23 #289714 and 04/23 #289192. These invoices included all materials supplied by Western Pacific to the Harmony Road project.

Please contact me if I can be of further assistance.

Sincerely,

GRESHAM PAVING, INC.

Cindi White

Cindi White
Office Manager

cc: Riedel International, Inc.(Jim Repman)
Fireman's Fund Insurance (Fidelity & Surety Dept.
Boyd & Company Insurance (Ted Boyd)

RECEIVED
JUL 9 1982
COMM[illegible] [illegible]ICES
DEPARTMENT OF TRANSPORTATION

9391

August 4, 1982

Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

CON 5
#9391

Attention: B. Michael Bowen

Gentlemen:

We have received a copy of your letter dated July 22, 1982, addressed to W. E. Hoffman, Project Manager, concerning Contract No. 9391 awarded to Gresham Paving, Inc. for work on the S.E. Harmony Road at S.E. Price Fuller Road Section of FAU 9702 in Clackamas County.

As requested in your letter, we will make no further payment to Gresham Paving, Inc., on the above contract without the written consent of Fireman's Fund Insurance Company.

Please address further correspondence concerning the above to my attention at 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:js
cc: Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

bc: C. T. Keasey
Ed Hardt
W. E. Hoffman
Robert Church
Jan Peterson
Jack Sollis

JUL 23 1982

FIREMAN'S FUND
INSURANCE COMPANIES

Portland Branch Office
121 S.W. Salmon Street, Suite 900
P.O. Box 3825
Portland, Oregon 97208
Telephone (503) 226-3761

JAMES A. ABBOTT CPCU
Resident Vice President

July 22, 1982

CERTIFIED MAIL RETURN
RECEIPT REQUESTED

Department of Transportation
3700 S.E. 92nd Avenue
Portland, Oregon 97266
Attention: W.E. Hoffman-Project Manager

Our Principal: Gresham Paving, Inc.
Obligee: State of Oregon
Contract Id: 93-91-Harmony Road
Bond Id: SC 637 38 78

Dear Mr. Hoffman:

Fireman's Fund as Surety having executed its bond on the above captioned contract, hereby directs you to make no further payment to Gresham Paving, Inc. on said contract without the express written consent of said Fireman's Fund Insurance Company.

This direction is given in accordance with the terms and provisions contained in and existing Indemnity Agreement between Gresham Paving, Inc. and Fireman's Fund Insurance Company.

Very truly yours,

B Michael Bowen

B. Michael Bowen
F & S Specialist
FIREMAN'S FUND INSURANCE COMPANY

B-4/L-2

NOTED
V. E. [illegible]

RECEIVED
JUL 26 1982
HIGHWAY ACCOUNTING

RECEIVED
AUG 3 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Subsidiaries of

9391 CL-82 152

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 03 1982
NORMA PAULUS
SECRETARY OF STATE

July 30, 1982

FILED
AUG 03 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9391✓
#9396✓
#9397✓

Rossi & Borneman
P. O. Box 480
Coos Bay, OR 97420

Attention: Gary D. Rossi

Gentlemen:

This will acknowledge receipt of your letter of July 22, 1982 with attached Notice of Claims from Hansen Electric Company, subcontractor, for labor and material on the following Gresham Paving, Inc. contracts:

Contract No. 9391 for work on S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County. Amount owing: $28,902.85 plus interest.

Contract No. 9396 for work on Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County. Amount owing: $46,806.35 plus interest.

Contract No. 9397 for work on Oatfield Road at S.E. Thiessen Road on FAU 9665 in Clackamas County. Amount owing: $18,071.93 plus interest.

As you know, Fireman's Fund Insurance Company furnished the bonds on these contracts. We will advise them and the prime contractor of the receipt of these filings.

Please advise this office when your client's claims have been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

TED O
8-24-82 dmc

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js
cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

bc: Secretary of State - The attorney has filed the attached claims directly with you. Please advise of the filing dates and numbers on the enclosed copy of this letter.

ROSSI & BORNEMAN
Attorneys and Counselors at Law
P.O. Box 480
345 N. Fifth Street
Coos Bay, Oregon 97420
(503) 269-7124

Gary D. Rossi
Nancy A. Borneman

July 22, 1982

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Clerk or Auditor
Oregon State Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: OSHD 9391,9396 and 9397, Gresham Paving Inc./Hansen Electric Co.

Enclosed herewith for filing please find the 3 Notices of Claims of Hansen Electric on the above referenced jobs.

Very truly yours,

Gary D. Rossi

Gary D. Rossi

GDR/pat
cc: Gresham Paving, Inc.
Fireman's Fund
Secretary of State
Hansen Electric

RECEIVED
JUL 23 [illegible]
COMMISSION [illegible]
DEPARTMENT OF [illegible]

RECEIVED
JUL 23 1982
HIGHWAY ACCOUNTING

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9391 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 28,902.85, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

NOTICE OF CLAIM

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9396 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 46,806.35, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

NOTICE OF CLAIM

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9397 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 18,071.93, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

9391 CL-82-136

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
[illegible] 21 [illegible]
NORMA PAULUS
[illegible] OF STATE

July 16, 1982

IN REPLY REFER TO FILE NO.:

CON 5
#9391✓
#9396✓

Tualatin Valley Concrete Company
13545 S.W. Hall Boulevard
Tigard, OR 97223

FILED
JUL 21 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letter received in our office on July 7, 1982, with attached invoices stating that Gresham Paving, Inc., owes you for labor and material on the following contracts:

1) Contract No. 9391 for work on S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County. Amount owed: $400.

2) Contract No. 9396 for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section of Harrison Street in Clackamas County. Amount owed: $16,241.

The Fireman's Fund Insurance Company through Boyd and Company furnished the bonds on these contracts. We will advise the surety, agent, and prime contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

LISTED ON CARD
8-24-82 dmc

RECEIVED
JUL 23 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

bc: ✓Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

Dear Sirs

As per telephone call made to Salem to Com Serv. I would like to file a claim against Gresham Paving Inc. located at 4540 S.E. 174th Gresham Ore. 97236 for the amount of 16,241 on Contract #9396 & $400 on Contract? (HARMONY + Price fuller Rd).

Contract 9396 is for Matl & Labor furnished by a contract with Tualatin Valley Conc. Co. Billed on 5/21/82.

HARMONY + Price fuller job is for the adjusting a catch BASIN on HARMONY Rd which was on a Force Acc.

We Received a total of $3519.00 on or about 5-21-82 on contract 9396. We haven't Received any payment on that acc. since. HARMONY + Price fuller we were paid in full except the $400.00 in question.

When asked about pmt. on 7-7-82 we were led to beleive they haven't got the money for the jobs until we told them we had Confirmed pmt for the Conc. Items in question at that point we were told we would have to wait for pmt. until we talked to the owner, as he was having someone come in to straighten out his financial problems, (I guess)

We did the work asked of us on the Contract & hope in Satisfactory condition. We only ask that we get paid in the same manner.

Enclosed is a copy of the Billings and a copy of the ledger sheet we keep on Gresham paving.

I hope we can clear this up soon. Thankyou for your time.

Tualatin Valley Conc. Co.
Donald Calcagno Pres

RECEIVED
JUL 7 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TUALATIN VALLEY CONCRETE
13545 S.W. Hall Blvd.
TIGARD, OREGON 97223

Phone 639-2564

DATE 5/21/82
NUMBER 002

Gresham Paving
4540 SE 174
Gresham Ore

TERMS:

$ 16241.45

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
	4" Conc. 563.30 □yd	6286	.43
	6" Conc. 153.7 □yd	2144	.12
	Curb 1548 LF	6733	.80
	2 CB adj	100	-
	65' PUC Pipe Installed	65	-
	10hr Labor Back charge to State	200	-
	1 G1 CB	290	-
	Over Run Conc	422	10
	Total this Billing	16,241	45

Thank You PAY LAST AMOUNT IN THIS COLUMN

TUALATIN VALLEY CONCRETE

RECEIVED
JUL 7 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NAME Gresham Paving Inc ACCOUNT NO.

ADDRESS 4540 SE 174 Port. Ore. 97236 SHEET NO.

DATE		ITEMS	Folio	✓	DEBITS	✓	CREDITS	DR OR CR	BALANCE
10/14	81	Towle Rd Contract# 9397			4130 70				
12/3	81	State Hyway Springbrook Rd+ cat walk			985				5115 70
1-26	82	Recieved Check# 5162 1-26-82 Bounced					2500		~~2615 70~~
3-3	82	Sent Statement Curb Ramp			360 –				5475 70
3-3	82	Traded Bounced Check for Cashers Check					2500 –		2975 70
3-11	82	Billed for CB at Harmony Price Fuller Rd			400 –				3375 70
4 19	82	Recieved Check # 5516					1200		2175 70
~~5-21~~	~~82~~	~~32nd Harrison~~ Void							
5-2		Billed 32nd Harison			3519 76				5695 46
		Recieved					3519 76		2175 70
5/21	82	Billed			16241 45				~~18417 15~~ ~~[illegible]~~
6/15	82	Recieved Check # 117					2105 70		16311 45

No. 19-7662 (R-1uu J) • Vernon McMillian, Inc., Elizabeth, N.J. 07208

RECEIVED
JUL 7 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9391

2.

NOTICE OF CLAIM

To: Norma Paulus, Secretary of State, State of Oregon, and
Department of Transportation, State of Oregon

Notice hereby is given that the undersigned Boyd & Co. Insurance has a claim for premium for performance bond in the sum of $590.00 against the bond of Gresham Paving Co., 4540 S. E. 174th Street, Portland, Oregon 97236 for the work of road improvement at Harmony Rd. and Price Fuller Rd., contract number 9391. Invoice No. 64847 attached.

DATED this 30th day of June, 1982.

Boyd & Co. Insurance

by

State of Oregon)
ss
County of Multnomah)

I, Ted R. Boyd, being first duly sworn, depose and say that I am the President of claimant corporation named in the foregoing notice of claim and know the contents thereof to be correct and true, as I verily believe.

Ted R. Boyd

SUBSCRIBED AND SWORN before me this 30th day of June, 1982.

Mildred L. Johnson
Notary Public for Oregon
My commission expires: 1/16/83

no resp. nec. file only per Sollis

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE NUMBER
№ 64847

PLEASE RETURN
THIS PORTION WITH
YOUR PAYMENT

PHONE 286-1123
Insurance
[illegible] S.E. WASHINGTON
PORTLAND, OREGON 97216

PERSONALIZED SERVICE

Gresham Paving Inc.
4540 SE 174th
Portland, OREgon 97236

ACCTG MONTH: 12
TYPIST: mj

AGENCY NUMBER: 03-0899

PROD/BRKR CODES
NO. 1: 01
NO. 2:

CUSTOMER NO.: GRE 855
INSURED'S NAME IF DIFFERENT FROM CUSTOMER FILE:
DATE: 12/4/81

SPECIAL CODES
NO 1:
NO 2:
NO 3:

POLICY NUMBER: Bond 637 38 78
EFFECTIVE DATE MO. · DAY · YR: 11/23/81
RENEWAL DATE MO. · DAY · YR.: 11/23/82
INVOICE NUMBER: № 64847

COMMISSION RATES AGENCY	PRO/BKR 1	PRO/BKR 2	BUSINESS CODE	TRAN	COMPANY CODE
30			885	1	2I

DESCRIPTION OF COVERAGE:
Performance Bond - Harmony Rd.
& Price Fuller Road

PREMIUM: $590.00

BALANCE:

PREMIUMS ARE DUE ON
EFFECTIVE DATE OF POLICY

PRINTED IN U.S.A.

OCR-14/SMS 11-79 (M/F)

CUSTOMER FILE COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9391

CL-82-174

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 02 1982
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
JUL 02 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9391

June 29, 1982

Riedel International, Inc.
dba Western-Pacific Construction Materials Co.
3510 S.W. Bond Avenue
Portland, OR 97201

Attention: Bill Roth, Business Manager

Gentleman:

This will acknowledge your Notice of Bond Claim dated June 11, 1982, for delivery and sale of materials in the amount of $21,191.20 against Gresham Paving, Inc.

Your claim states this is in reference to the Gresham Paving, Inc., Contract No. 9391 for work on S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County.

The Fireman's Fund Insurance Company through Boyd and Company Insurance furnished the bond on this contract. We will advise the surety, agent and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

Robert Jomsen

Robert W. Jomsen
COMMISSION SERVICES

js
cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

ENTERED
7/16/82 JS

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201
(503) 222-4210

NOTICE OF BOND CLAIM
(Pursuant to ORS Chapter 279)

The undersigned submits the following claim against bond of contractor

To: Mr. Bob Gormsen
State of Oregon
Transportation Bldg. Rm. 121
Salem, Oregon 97310

Re: Gresham Paving, Inc.
4540 S.E. 174th
Portland, Oregon 97236
Contract NR: 9391
Job Name: Harmony Rd.

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western-Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $21,191.20 against the bond taken from Gresham Paving, Inc. for work on Harmony Road, Milwaukie, Oregon.

Riedel International, Inc.
(Western-Pacific Construction Materials Co., a division)

By Bill Roth
Bill Roth, Business Manager

Date 6-11-82

9391 L

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. Harmony Rd. @ S.E. Price Fuller Rd.

WEEK ENDING: 6/26/82

SECTION PREFIX: 203-1034

HIGHWAY: FAU 9702

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Grading, Paving and Signals

CONTRACTOR: Gresham Paving, Inc.

CONTRACT NUMBER: 9391

FEDERAL AID PROJECT NUMBER: IX-9702(6)

DATE OF CONTRACT: 11/18/81

DATE WORK STARTED: 1/14/82

ESTIMATED COMPLETION DATE: 6/10/82

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 200

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED 191

PERCENT OF TIME ELAPSED: 96

PROJECT AUTHORIZATION: $116,608.77

EXCLUSIVE OF ENGINEERING: $107,696.26

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $~~103,295.19~~

ESTIMATED PERCENT: UNDERRUN ~~4.1~~%

ENGINEERING AUTHORIZATION: $9,246.51

ENGINEERING COST TO DATE: $10,500.00

PERCENT OF AUTHORIZATION: 114%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: 6/10/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Showers	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

RECEIVED
JUN 29 1982
CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6/20 SUNDAY	No activity.
6/21 MONDAY	Contractor poured concrete around controller and junction box.
6/22 TUESDAY	No activity.
6/23 WEDNESDAY	No activity.
6/24 THURSDAY	No activity.
6/25 FRIDAY	No activity.
6/26 SATURDAY	No activity.

REMARKS

Contractor did some concrete pick-up work.

Office working on Semi-Final.

SIGNED WE Hoffman LOCATION Portland
WE Hoffman Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9391 4-30-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9702(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90283

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/30/82

8. FEDERAL ROUTE NUMBER FAU 9702

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: SE Harmony Road at SE Price Fuller Road Section

11. GENERAL DESCRIPTION OF WORK Project withdrawn

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 4/23/82 I approve the withdrawal of the subject project.

RECEIVED
STATE HWY ENGR
MAY 5 '82
REFER TO
Mar[illegible]
FOR
Info Inves R/D D-R Sign Act File

orig to 5/5/82

14. DATE 4/30/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9391 L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. Harmony Rd. @ Price Fuller Rd.

WEEK ENDING: 4/24/82

SECTION PREFIX: 203-1034

HIGHWAY: FAU 9702

COUNTY: Clackamas

NAME OF JOB:

KIND OF WORK: Grading, Paving and Signal

CONTRACTOR: Gresham Paving, Inc.

CONTRACT NUMBER: 9391

FEDERAL AID PROJECT NUMBER: IX-9702(6)

DATE OF CONTRACT: 11/18/81

DATE WORK STARTED: 1/14/82

ESTIMATED COMPLETION DATE: 6/19/82

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 6 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 144

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 72

PROJECT AUTHORIZATION: $116,608.77

EXCLUSIVE OF ENGINEERING: $107,362.26

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $107,262.26

ESTIMATED PERCENT OVERRUN / UNDERRUN: ____%

ENGINEERING AUTHORIZATION: $9,246.51

ENGINEERING COST TO DATE: $4,800.00

PERCENT OF AUTHORIZATION: 52%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 50

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: A.C. Trucks, 2 Rollers, Paver

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Clear	1		
SATURDAY		1		

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RECEIVED
APR 23 1982
CONSTRUCTION SECTION

OM
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4/18 SUNDAY	No activity.
4/19 MONDAY	No activity.
4/20 TUESDAY	No activity.
4/21 WEDNESDAY	Paving throughout project.
4/22 THURSDAY	Paving throughout project.
4/23 FRIDAY	Paving throughout project.
4/24/ SATURDAY	No activity.

REMARKS

SUMMARY: Paving

ANTICIPATED
NEXT WEEK: Auger pole bases.

SIGNED W E Hoffman LOCATION Portland
W.E. Hoffman Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9391

1.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 23, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Withdrawal
Item No. 90283
S.E. Harmony Rd. @ S.E. Price Fuller Rd. Sec.
Right-of-Way
Clackamas County

I request your approval to withdraw the subject project from the Federal-Aid program. This request is based on the enclosed copy of Mr. Spence's memo of July 23, 1981 with attachment which indicates that the required right of way was donated by the School District.

Approval of the above request will release $2,040 in obligated Federal funds for use on other projects.

CL:bkc
Enc.

cc: E. Mershon
G. Zehner
General Files

Form 734-3122

9391 (MEMORANDUM) 20 913 - 403-1917 403-1925

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-2-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS Treasurer of the State of Oregon

Capital Bldg.

STATE Salem, OR 97310

copy #9257

VOUCHER PERIOD Oregon

FROM

TO 11/30/79

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-9702(3)

9/20/81

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	$ 6,100.00	$ 6,100.00	85.00%	$ 5,185.00	$ 5,185.00	$ 0.00
823	701.24	701.24	85.00%	596.05	596.05	0.00
823	5,382.1[illegible]	5,136.04	85.00%	4,364.78	4,364.78	0.00
	$12,183.35	$11,936.28	85.00%	$10,145.83	$10,145.83	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 4/2/82 V.E. Skoog, Controller

P.E.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	International Way & Price Fuller Rd. Intersections County Road in Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$11,235.04	
	Work by Clackamas Co. (Harmony to Internation Way)	All Required			139.52	
	Work by Clackamas Co. (Harmony to Price Fuller Rd.)	All REquired			561.72	
	Total Participating Preliminary Engineering				$11,936.28	
	Nonparticipating Cost					
	P.E. (State)	All Required			247.07	
	Total Project Cost				$12,183.35	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/8/82.					
	AMOUNT CARRIED FORWARD					

```
              203   1912   910      00 N 1                                           46.92
              203   1912   915      00 P 1                                          315.18
              203   1912   [illegible] 00 P 1                                        13.40
              203   1912   [illegible] 00 P 1                                        51.08
              203   1912   923      00 P 1                                    3,5[illegible]
                           TOT      P1                                               46.92
                           TOT      N1
                        ** JOB TOTALS **             **               **         3,561.18  **

INTERNATIONAL WANGPRICE-PULLE CONT NO     X FA PROJ NOS XI  9702003 100 X10 9702003        STATE
              203   1913   296      00 N 9                                      11,116.51CR
              203   1913   297      00 N 9                                       1,[illegible].73
              203   1913   298      00 N 9                                       9,549.78
              203   1913   901      00 P 1                                         [illegible]
              203   1913   901      00 P 2                                       3,000.00
              203   1913   901      00 N 1                                         247.07
              203   1913   901      00 P 1                                         240.21
              203   1913   906      00 P 2                                       2,000.00
              203   1913   909      00 P 1                                         421.00
              203   1913   910      00 P 1                                         [illegible]
              203   1913   911      00 P 1                                       1,351.41
              203   1913   911      00 P 2                                       1,100.00
              203   1913   913      00 P 1                                          12.61
              203   1913   915      00 P 1                                           6.[illegible]
              203   1913   920      00 P 1                                         181.69
              203   1913   921      00 P 1                                       1,1[illegible]
              203   1913   922      00 P 1                                          40.[illegible]
              203   1913   923      00 P 1                                         536.59
              203   1913   923      00 M 1                                          27.64
                           TOT      P1                                           5,1[illegible].04
                           TOT      P2                                           6,100.00
                           TOT      M1                                           2[illegible].21
                        ** JOB TOTALS **             **               **        11,[illegible].75  **

[illegible] CONT NO          FA PROJ NOS XI  9[illegible]006 100                                   STATE
              203   1914   296      00 N 9       2,104.30CR        6,859.90CR       97,176.13CR
```

→ + $27.64 Nonpart.

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          SEPTEMBER 1984          M
                                                                        FISCAL              [illegible]
DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE      [illegible]
                           203     1914   297    00 N 9        82.2[illegible]   2,1[illegible]    16,330.68
                           203     1914   298    00 N 9     2,012.06          4,716.56       [illegible]44.44
                           203     1914   901    00 P 1     8,967.84         10,750.45       77,669.13
                           203     1914   901    00 N 1                                       [illegible]
                           203     1914   901    00 P 1       592.57            592.67       19,074.93
                           203     1914   [illegible] 00 P 1                    371.84        1,6[illegible]
                           203     1914   910    00 P 1                                       [illegible]
                           203     1914   911    00 P 1                                    1,567.19
                           203     1914   913    00 P 1        47.96             47.96            8.29
                           203     1914   913    00 N 1                                         777.28
                           203     1914   914    00 P 1         2.28             78.83        [illegible]
```

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CLACKAMAS HWY-GLADSTONE MCL S CONT NO       X FA PROJ NOS X1  9659005 100 X10 9659005                                    STATE
                                 403   1915    598      00 N 9                                          3,561.94CR
                                 403   1915    903      00 P 1                                          1,195.00
                                 403   1915    903      00 P 2                                          2,366.94
                                               TOT      P1                                              1,195.00
                                               TOT      P2                                              2,366.94
                                               TOT      N9                                              3,561.94CR
                                          ** JOB TOTALS **              **               **                        **

                                                                                                                  STATE
1TRST TRANS PJ-HARMONY RD       CONT NO     X FA PROJ NOS X1  9702003 100
                                 403   1917    598      00 N 9                                            596.05CR
                                 403   1917    903      00 P 1                                            596.05
                                               TOT      P1                                                596.05
                                               TOT      N9                                                596.05CR
                                          ** JOB TOTALS **              **               **                        **

                                                                                                                  STATE
MCLOUGHLIN CORRIDOR RIDESHARE CONT NO        FA PROJ NOS NRO 0032001 100
                                 403   1918    598      00 N 9                          8,582.70CR     111,659.00CR
                                 403   1918    903      00 P 1       12,587.70         14,553.78      124,246.70
                                               TOT      P1           12,587.70         14,553.78      124,246.70
                                               TOT      N9                              8,582.70CR     111,659.00CR
                                          ** JOB TOTALS **           12,587.70 **       5,971.08  **    12,587.70 **

                                                                                                                  STATE
RAILROAD AVE-HARMONY RD         CONT NO      FA PROJ NOS X10 0000046 100
                                 403   1919    598      00 N 5        2,034.07CR        4,305.94CR     89,054.93CR
                                 403   1919    903      00 P 1                          2,034.07       89,054.93
                                               TOT      P1                              2,034.07       89,054.93
                                               TOT      N9            2,034.07CR        4,305.94CR     89,054.93CR
                                          ** JOB TOTALS **            2,034.07CR**      2,271.87CR**              **

                                                                                                                  STATE
SE SUNNYSIDE RD-SE 82ND AV      CONT NO      FA PROJ NOS X10 9718007 100
                                 403   1920    598      00 N 9        2,537.63CR        2,762.11CR      6,833.14CR
                                 403   1920    903      00 P 1                          2,537.63        6,833.14
                                               TOT      P1                              2,537.63        6,833.14
                                               TOT      N9            2,537.63CR        2,762.11CR      6,833.14CR
                                          ** JOB TOTALS **            2,537.63CR**        224.48CR**              **
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      SEPTEMBER 1984        PAGE  876
                                                                                   FISCAL            GRAND TOTAL
        DESCRIPTION                       PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE

                                                                                                                  STATE
CURVE REALIGNMENT/JENNINGS-DA CONT NO        FA PROJ NOS HES 9674004 100
                                 403   1921    598      00 N 9                                            186.74CR
                                 403   1921    903      00 P 1                                            186.74
                                                                                                          186.74
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

5/20/82

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
403-1910 1 XI -9674-003	250.00	114.72	114.72	100.00	114.72	114.72		
APPR-823		114.72-						
9								
403-1910 PREFIX TOTALS	250.00		114.72		114.72	114.72		
403-1911 1 XI -9721-001	800.00	691.75	691.75	100.00	691.75	691.75		
APPR-823		691.75-						
9								
403-1911 PREFIX TOTALS	800.00		691.75		691.75	691.75		
403-1912 1 XI -9665-006	950.00	222.65	222.65	100.00	222.65	222.65		
APPR-823		222.65-						
9								
403-1912 PREFIX TOTALS	950.00		222.65		222.65	222.65		
403-1913 1 XI -9665-004	1,000.00	904.90	904.90	100.00	904.90	904.90		
APPR-823		904.90-						
9								
403-1913 PREFIX TOTALS	1,000.00		904.90		904.90	904.90		
403-1914 1 XI -9665-007	450.00	315.15	315.15	100.00	315.15	315.15		
APPR-823		315.15-						
9								
403-1914 PREFIX TOTALS	450.00		315.15		315.15	315.15		
403-1915 1 XI -9669-005	1,195.00	1,194.22	1,194.22	100.00	1,194.22	1,194.22		
APPR-823		1,194.22-						
9								
403-1915 PREFIX TOTALS	1,195.00		1,194.22		1,194.22	1,194.22		
4C3-1916 1# XI -9698-001	102.09	102.09	102.09	100.00	102.09	102.09		
APPR-823		102.09-						
9#								
403-1916 PREFIX TOTALS	102.09		102.09		102.09	102.09		
403-1917 1# XI -[illegible]-003	596.05	596.05	596.05	100.00	596.05	596.05		
APPR-823		596.05-						
9#								
403-1917 PREFIX TOTALS	596.05		596.05		596.05	596.05		
403-1918 1 NRD -0032-001	193,000.00	724.50	724.50	100.00	724.50	724.50		
APPR-174								
9								
403-1918 PREFIX TOTALS	193,000.00	724.50	724.50		724.50	724.50		

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
201-1956	1	SOS -0100-002 APPR-680	10,290.00	11,482.00	11,477.70	85.77	9,844.42	9,844.42		
202-1948	1	RRO -000S-023 APPR-685	4,432.00	8,968.56	8,968.56	90.00	8,071.70	4,432.00	3,639.70 B	
202-1953	1	SOS -0200-001 APPR-680	4,247.69	3,483.81	3,483.81	88.15	3,070.98	3,070.98		
203-1901	1	XI -9665-004 APPR-823	18,975.00	25,281.52	25,266.98	85.00	21,476.93	18,975.00	2,501.93 B	
203-1903	1#	XI -9698-001 APPR-823	6,379.91	7,505.78	7,505.78	85.00	6,379.91	6,379.91		
203-1506	1	M -9702-002 APPR-W36	30,000.00	43,417.60	43,019.35	85.80	36,910.60	30,000.00	6,910.60 B	
203-1907	1#	HHSO-000S-031 APPR-145	54.77	60.86	60.86	90.00	54.77	54.77		
3-1908	1	XI -9674-003 APPR-823	4,000.00	5,029.84	5,029.84	85.00	4,275.36	4,000.00	275.36 B	
203-1909	1	XI -9721-001 APPR-823	6,000.00	7,562.73	7,434.62	85.00	6,319.43	6,000.00	319.43 B	
	2	X10 -9721-001 APPR-772	6,800.00	8,000.00	8,000.00	85.00	6,800.00	6,800.00		
203-1909		PREFIX TOTALS	12,800.00	15,562.73	15,434.62		13,119.43	12,800.00	319.43	
203-1910	1#	XI -9665-005 APPR-823	21,653.04	25,474.17	25,474.17	85.00	21,653.04	21,653.04		
203-1911	1	XI -9665-006 APPR-823	5,000.00	3,340.39	3,340.39	85.00	2,839.33	2,839.33		
	2	X10 -9665-006 APPR-772	2,760.00	3,247.06	3,247.06	85.00	2,760.00	2,760.00		
203-1911		PREFIX TOTALS	7,760.00	6,587.45	6,587.45		5,599.33	5,599.33		
203-1912	1	XI -9659-002 APPR-823	4,250.00	3,236.00	3,189.58	85.00	2,711.14	2,711.14		
203-1913	1#	XI -9702-003 APPR-823	4,364.78	5,382.11	5,135.04	85.00	4,364.78	4,364.78		
	2#	X10 -9702-003 APPR-772	5,185.00	6,100.00	6,100.00	85.00	5,185.00	5,185.00		
203-1913		PREFIX TOTALS	9,549.78	11,482.11	11,235.04		9,549.78	9,549.78		
3-1914	1	XI -9653-005 APPR-823	170,000.00	266.49	266.49	85.00	226.52	204.23		22.29
203-1916	1	HES -9674-004 APPR-141		62.11	62.11	90.00	55.90		55.90 A	
203-1956	1	RRO -000S-108 APPR-685	5,400.00	9,366.91	9,322.79	90.00	8,390.51	5,400.00	2,990.51 B	
203-1959	1	SOS -0300-005 APPR-680	18,300.00	24,591.86	24,580.71	85.80	21,090.25	18,300.00	2,790.25 B	
	2	BROS-0300-005 APPR-117	9,800.00			80.00				
203-1959		PREFIX TOTALS	28,100.00	24,591.86	24,580.71		21,090.25	18,300.00	2,790.25	
203-1961	1	PMS -000S-065 APPR-140	500.00			100.00				

9391

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-232	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2/9/82	State Oregon County Clackamas Project No. IX-9702(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Harmony Rd.-Price Fuller Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-18-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 122,000.00	$ 103,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter
By
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator FEB 9 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 8, 1981

Federal Aid Project
No. IX-9702(6)

S.E. Harmony Rd. @ S.E. Price Fuller Rd. Section
FAU 9702 (S.E. Harmony Road)
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. "H" 135+00 to Sta. "H" 142+19.53)

Mobilization		All Required	800.00
Temporary Protection and Direction of Traffic		All Required	1,200.00
Temporary Signs	138 Sq. Ft.	6.50	897.00
Temporary Barricades	4 Each	95.00	380.00
Flagman	350 Hr.	22.00	7,700.00
Clearing and Grubbing		All Required	1,600.00
General Excavation	460 Cu. Yd.	8.00	3,680.00
Finishing Roadbed & Slopes		All Required	1,200.00
Aggregate Shoulders	250 Ton	10.40	2,600.00
Treated Base Mixture	1,040 Ton	15.70	16,328.00
Cement in Treated Base Mixture	57 Ton	88.00	5,016.00
Class "B" or "C" Asphalt Concrete	600 Ton	33.70	20,220.00
Extra for Asphalt Approaches	10 Each	240.00	2,400.00
Adjust Inlets	2 Each	165.00	330.00
			$64,351.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Pavement Striping	All Required	500.00
Remove Pavement Striping (Exist. & Temp.)	All Required	500.00
State Furnished (Program)	All Required	500.00
		$ 2,500.00
	SUBTOTAL	$66,851.00
	Engineering	9,049.00
	TOTAL	$75,900.00

Traffic Signals

Traffic Signal Installation, Complete	All Required	$33,773.00

Anticipated Item

Signal Controller Testing	All Required	$ 1,075.00
	SUBTOTAL	$34,848.00
	Engineering	4,752.00
	TOTAL	$39,600.00

Length of Roadway ----------- 0.0 miles

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 800.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 75,900.00	$ 64,515.00	$ 11,385.00
Traffic Signals	39,600.00	33,660.00	5,940.00
SUBTOTAL	$115,500.00	$ 98,175.00	$ 17,325.00
Reserve	6,500.00	5,525.00	975.00
TOTAL	$122,000.00	$103,700.00	$ 18,300.00

Group 1 100%
Contract No. 9391
Prefix: 203-1913A
Prefix: 203-1034

S.E. Harmony Rd. @ S.E. Price Fuller Road Section
FAU 9702 (S.E. Harmony Road)
Clackamas County

States Responsibility (Non Participating Items)

Furnish & Installing Mailbox Posts	3 Each	80.00	$ 240.00

9391

October 23, 1981

Winston Kurth, Assistant Director
Department of Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

ACC

Dear Mr. Kurth:

On October 22, 1981 we received a satisfactory bid from Gresham Paving, Inc., 4540 S.E. 174th, Portland, Oregon 97236 for S.E. Harmony Road at S.E. Price Fuller Road Section. We anticipate the construction cost to be:

Contractor's Bid		$ 98,364.00
Anticipated Additional Items:		
Permanent Signing	$ 800.00	
Permanent Pavement Striping	1,000.00	
Temporary Pavement Striping	500.00	
Remove Pavement Striping (Exist. & Temp.)	500.00	
State Furnished Program	500.00	
Signal Controller Testing (Engineering)	1,075.00	$ 4,375.00
		$102,739.00
4 1/2% Contingencies		4,623.26
9% Engineering		9,246.51
Estimated Construction Cost		$116,608.77
Estimated P.E. Cost		12,800.00
TOTAL ESTIMATED COST		$129,408.77

COUNTY SHARE: 15% of $129,408.77 = $19,411.32

We will award the contract when we receive your advance deposit in the amount of $19,400, which should arrive not later than November 13, 1981. Rec'd LGIP 11-18-81

On the attached sheet we have described three methods of advance deposit. Please use the option of your choice.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 976: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 976 when advance deposit is received.

9391

9-23-81

2,

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9702(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90283

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/18/81

8. FEDERAL ROUTE NUMBER
FAU 9702

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
SE Harmony Road at SE Price Fuller Road Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Perm. and Temp. Pavement Striping S.F. $1,500
Remove Striping S.F. $500
State Furnished Program $500
Signal Control Testing $1,075

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's Sept. 18 and Sept. 23, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $155,000 Federal Funds $131,750.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 8 '81
REFER TO [illegible]
FOR
Info | Inves | R/C | D/R | Sgn | Act | File

Original with [illegible]

14. DATE
9/23/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9391

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Aldercrest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000
SALEM					
IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

9391

Clackamas Co

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81

Donald L. [illegible]

Bill

October 22 Bid Letting ___________ All Clear Deadline

SECTION SE Harmony Road @ SE Price Fuller Road

Highway ____________________

County Clackamas Region I

Type of Work ____________________ Funds ________

State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Noise~~

2 EKC

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment	X				
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

9391

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90283
Project No. IX-9702(3)
International Way & Price Fuller Road Intersections
Clackamas County

copy
9257

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $6,100 in total cost and Federal obligation of $5,185 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$16,700	$14,195	85%	---
Previous	10,600	9,010	85%	823
Difference	$ 6,100	$ 5,185	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	5 800	4 000
902	Citizens involvement		200
903	Payment to local government		
904	Consultant fees	1 000	3 500
905	Final Design		
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)	100	430
909	Right of way descriptions		100
910	Soils and geology	2 000	5 000
911	Signing (traffic department)		
912	Landscape department	200	20
913	Right of way - liaison & relocation	400	50
914	Utility liaison		
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		200
920	Project management	1 000	2 500
921	Specifications	100	100
922	Administrative Services - engineering		600
923	Environmental Section		
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 10 600	$ 16 700

Section: INTERNATIONAL WAY & PRICE FULLER RD. INTERSECTIONS

Highway: S.E. HARMONY RD.

County: CLACKAMAS

Prefix: 203-1913

9391

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90283
Project No. IX-9702(3)
International Way & Price Fuller Road Intersections
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $6,100 in total cost and Federal obligation of $5,185 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$16,700	$14,195	85%	---
Previous	10,600	9,010	85%	823
Difference	$ 6,100	$ 5,185	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

9391

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 9, 1981

File No: 203-1913

TO: F.E. TERPIN
Location Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: International Way/Price Fuller Road Intersections
SE Harmony Road
Clackamas County

copy #9257

I request your approval of the attached Authority for Survey No. 2 for this project. This is an Interstate Transfer project sponsored by Clackamas County.

The main function increases are Final Design (905), Traffic (911), Specifications (921), and Environmental (923). It appears that the final design, traffic, and specifications functions were simply underestimated on the original authority for survey. The Environmental function (923) was not originally anticipated but became necessary as the Price Fuller Road intersection required environmental work because of unanticipated right-of-way requirements and the proposed addition to the project of a drainage outfall.

This authority is 7.1 percent of the construction estimate for both intersections. The International Way intersection has already been contracted with the Price Fuller Road intersection to be contracted shortly.

Please obligate this increase in preliminary engineering from the Supplemental FAIX funds.

TAS:ECM:JS

cc: D.R. Adams
C.H. Duval
J.R. Rose
D.E. Swan
E.J. Dunn
G.E. Zehner
J. Gaither
R.C. Brooks

W

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section International Way and Price Fuller Rd. Intersections Date September 8, 1981
Highway SE Harmony Road (FAU 9702) Authorization No. 2
County Clackamas Survey Prefix 203-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot locations at the intersections of Harmony Rd. and International Way, and Harmony Rd. and Price Fuller Road.

Proposed: Harmony Rd. at International Way--install multi-phase, fully actuated signal with pedestrian sequence. Modify approaches and channelize to accommodate signal. Harmony Rd. at Price Fuller Road -- widen approaches with curb and sidewalk to a 40-foot roadbed section with two travel lanes and a left-turn refuge. Provide drainage.

Purpose of survey: State to perform field survey, prepare plans, specifications, estimate and complete PS&E.

Estimate of cost: International Way - $58,911
Price Fuller Rd. - $174,850
Funding: FAIX (Mt. Hood Transfer)
F.A. No. IX-9702(3)
Class II, Categorical Exclusion

Field Survey	(901)	4,000
Citizen Participation	(902)	
City or County	(903)	200
Consultant	(904)	
Final Design	(905)	3,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	430
Soils & Geology	(910)	100
Traffic	(911)	5,000
Landscape	(912)	
Liaison R/W	(913)	20
Utility	(914)	50
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	2,500
Administrative Services	(922)	100
Environmental	(923)	600
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 16,700
Previous authorization	10,600
Additional authorization requested	6,100
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
Field Engineer
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

[illegible]

9391

Section SE. Harmony Rd. & SE. Price Fuller Rd. Programming Estimate $ 140,000 Lim.

Highway FAU 9702 (S.E. Harmony Rd.) Project Length 0.14 mile

County Clackamas 9-9-81 Completion Time 250 Cal. Days

Kind of Work Grading, Paving & Signals Est. Comp. Date ~~2-11-82~~ 6-28-8

Prefix 203-1913 A Letting Date ~~[illegible]~~ ~~August 27, 81~~ ? Project No. 1X-9702(6)

ESTIMATED CONSTRUCTION AUTHORIZATION

OCT 22, 81

Estimated Contract Amount . . . . $ ~~119,690.00~~ ~~127,398.00~~ 119,010.00

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	800	
Permanent Pavement Striping.	1,000	
Temporary Pavement Striping.	500	
Remove Pavement Striping (Exist. & Temp.) . . .	500	
Temporary Erosion Control		
State Furnished Program	500	$ 4,375.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,075	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		

Subtotal $ 123,385.00 ~~124,065.00~~

Contingencies (4-1/2%) . . . . 5,552.33 ~~5,582.93~~

Engineering (~~8~~, 9, ~~10~~%) . . . . 11,104.65 ~~11,165.85~~

Subtotal $ ~~140,813.78~~ 140,041.98

Credit for ________________________ . . . .

Estimated Net Authorization, Construction . . . . $ ~~140,813.78~~ 140,041.98

x 85%

FF $119,036

$ x 120%

Tot FF $142,840

Rec'd 9-9-81 G

APPROVED

CC: Mershon
Rosc

J. A. Wensley

Road Design Engineer

APPROVED

Lyle K. Watson

Acting FINAL DESIGN ENGR.

Rev. 3/81

Sheet 1 of

SUMMARY--BID SCHEDULE--COST ESTIMATE

Date ~~3/31/81~~

Section S.E. Harmony Rd. at S.E. Price Fuller Rd. Sec.

County Clackamas

Kind Of Work Grading, Paving and Signals Length 0.14

Name Bayoldy ~~4-3-81~~

COST ANALYSIS UNIT. 7-14-81 S
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING Aug 27, 1981

COST ANALYSIS UNIT. 8-20-81 RL
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING Oct 22, 1981

RECEIVED
COST ANALYSIS
AUG 19 1981
☐ CE ☐ CES ☐ CAS ☐ CT

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	7% ~~(6%)~~	8,000 ~~7,200~~
	Temporary Protection and Direction of Traffic		All	All	—	1,685
	Temporary Signs		Sq. Ft.	138	6^{00}	828
	Temporary Barricades		Each	4	125^{00}	500
	Flagmen		Hour	350	22^{50} ~~23^{50}~~	$7,875^{00}$ ~~8,225~~
	Roadwork					
	Clearing and Grubbing		All	All	—	1000^{00} ~~1500^{00}~~
	General Excavation		Cu. Yd.	460	6^{00} ~~6^{50}~~	$2,760^{00}$ ~~2,990~~
	Finishing Roadbed and Slopes		All	All	—	2000^{00}
	Aggregate Shoulders		Ton	250	11^{50} ~~10^{00}~~ ~~12^{00}~~	$2,875^{00}$
	Treated Base Mixture		Ton	1,040	12^{00} ~~14^{00}~~	$12,480^{00}$ ~~14,560~~
	Cement in Treated Base Mixture		Ton	57	76^{00} ~~180^{00}~~	$4,332^{00}$ ~~10,260~~
	Class "B" or Class "C" Asphalt Concrete		Ton	600	32^{00} ~~31^{00}~~	$19,200^{00}$ ~~18,600~~
	Extra for Asphalt Approaches		Each	10	150 ~~200^{00}~~	1500^{00} ~~2,000~~
	Adjusting Inlets		Each	2	175^{00}	350^{00}
	Furnishing and Installing Mailbox Posts		Each	3	75^{00} ~~100^{00}~~	225^{00} ~~300^{00}~~
	Traffic Signals					
	Traffic Signal Installation, Complete		All	All	—	53,40

9391

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 9, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90283
Project No. IX-9702(6)
SE Harmony Rd. @ SE Price Fuller Rd. Sec.
SE Harmony Road
Clackamas County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 22, 1981.

The project concept is based on the August 9, 1979 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval was forwarded previously.

The funds for this project are to come from the FY '81 supplemental allocation.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner (w/att)
General Files

Form 734-3122

Budget Bureau No. 41-R2067

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	9-9-81

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. of Price Fuller Rd. (Milwaukie)	ADT	PRESENT 10,000	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Channelization & Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9702

CARD	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Clackamas
	NAME OF URBAN AREA Portland	ROUTE NO. U · FEDERAL-AID 9702 · STATE Co. Rd.* · U.S. ----

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS COUNTY
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y008 Y031		"SE Harmony Rd. @ SE Price Fuller Rd. Section"	0.0	155,000	(I-80N) 131,750	----	23,250

CARD 1	CODE 1	PREPARED BY	JLG	PROJECT TOTALS	0.0	155,000	131,750	----	23,250
1	14	PROGRAM APPROVAL DATES	10-18-78 10-01-80						

*SE Harmony Road

REMARKS Additional Data: Ite
Project Nos. M-9702(2

-over-

2031913A

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

9-9-81

ADT	PRESENT 10,000	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 772

ITEM NO. 90283

T LOCATION (45 typewriter spaces)
Rd., Jct. of Price Fuller Rd.
(Milwaukie)

RK (35 typewriter
Traffic Signal

NATL. FOREST

EMERG. YR.

PL. AUTH YR

PROJECT NUMBER
PREFIX LETTER(S): IX-
NUMBER: 9702
SEQ. NO.: (6)
I. Projects Only: POST NO. / DESIG.

COUNTY NAME: Clackamas
CODE: 019

PROGRAM STAGE: ☐ 1 OR ☐ 2

Interstate Substitutions General Funded

Portland

ROUTE NO.: U
FEDERAL-AID: 9702
STATE: Co. Rd.*
U.S.: ----

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS COUNTY	CHARACTER OF PROPOSED WORK (Full description)
W								
NST ODE) ICS 08 31		"SE Harmony Rd. @ SE Price Fuller Rd. Section"	0.0	155,000	(I-80N) 131,750	----	23,250	ROW-60' normal; Access Control-none; Parking Restrictions-none.
	JLG	PROJECT TOTALS	0.0	155,000	131,750	----	23,250	

OVAL DATES
10-18-78
10-01-80

*SE Harmony Road

REMARKS
Additional Data: Item Nos. 80186 & 90283;
Project Nos. M-9702(2), IX-9702(3) & (5).

-over-

USCOMM DUSCOMM-DC 48903-P61

SE HARMONY RD. @ SE PRICE FULLER RD. SECTION
PROJECT NO. IX-9702(6)

REMARKS - continued

Project Data: The work consists of 1) intersection improvement and channelization requiring grade, drain and high-type pavement; 2) installation of a multiphase traffic signal and 3) incidental work common to this type of project.

Data for PR-37:

Type Code Y008 (Channelization) ----------------- $85,000
Type Code Y031 (Traffic Signal) ----------------- $70,000

Note: 1) This project is in Congressional District No. 3.
2) Included in FY '81 AP in MSD FY '81 AE/TIP on page 92 as No. 92.

Accommodation of Utilities: A State-County Agreement No. 7137 complying with paragraph 6d(1) of PPM 30-4.1 was executed on 10/24/79.

Maintenance: A State-County Agreement No. 7137 complying with Section 116, Title 23 U.S.C. was executed on 10/24/79.

9391

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 9, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90283
Project No. IX-9702(6)
SE Harmony Rd. @ SE Price Fuller Rd. Sec.
SE Harmony Road
Clackamas County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 22, 1981.

The project concept is based on the August 9, 1979 letter to you from Mr. F.B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval was forwarded previously.

The funds for this project are to come from the FY '81 supplemental allocation.

JLG:bkc
Attachments

cc:	R.N. Bothman	(Metro)	Ed Hardt	(Region 1)
	Judy Smith	(Metro)	Gary Zehner	(w/att)
	Jon Rose	(Metro)	General Files	

Form 734-3122

9391

Form E-20 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section International Way and Price Fuller Rd. Intersections

Date September 8, 1981

Highway SE Harmony Road (FAU 9702)

Authorization No. 2

County Clackamas #3

Survey Prefix 203-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot locations at the intersections of Harmony Rd. and International Way, and Harmony Rd. and Price Fuller Road.

copy #9257

Proposed: Harmony Rd. at International Way-- install multi-phase, fully actuated signal with pedestrian sequence. Modify approaches and channelize to accommodate signal. Harmony Rd. at Price Fuller Road -- widen approaches with curb and sidewalk to a 40-foot roadbed section with two travel lanes and a left-turn refuge. Provide drainage.

Purpose of survey: State to perform field survey, prepare plans, specifications, estimate and complete PS&E.

Estimate of cost: International Way - $58,911
Price Fuller Rd. - $174,850
Funding: FAIX (Mt. Hood Transfer)
F.A. No. IX-9702(3) 9-17-81
Class II, Categorical Exclusion

Field Survey	(901)	4,000
Citizen Participation	(902)	
City or County	(903)	200
Consultant	(904)	
Final Design	(905)	3,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	430
Soils & Geology	(910)	100
Traffic	(911)	5,000
Landscape	(912)	
Liaison R/W	(913)	20
Utility	(914)	50
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	2,500
Administrative Services	(922)	100
Environmental	(923)	600
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

Total estimated cost of survey	$ 16,700
Previous authorization	10,600
Additional authorization requested	6,100
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 2 1981
LOCATION SECTION

Requests made by:
Curtis H. Duval
Field Engineer
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
for EHH
Assistant State Highway Engineer

~P*23604-734

9391

OREGON STATE HIGHWA[illegible]IVISION
120 DOT Building
Salem, Oregon 97310

Hi[illegible]ay # 703 #3

Attention: Right-of-way Section 8-12-81

Subject: Federal Aid Project No. IX-9702(3) Prefix 203-1813 A

Project Name S.E. Harmony Rd. at Price Fuller Rd.
SE Harmony Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 12th day of August, 1981

County of CLACKAMAS
BOARD OF COUNTY COMMISSIONERS

XXXXXXXXXXX/Chairman

Commissioner

Commissioner

Certified By: Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 8-14-81

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

G R

9391

Clackamas Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/22/81

Donald L. Rout

Aug 27 '81 Bid Letting ____________ All Clear Deadline

SECTION Harmony Road @ SE Price Fuller Rd
Highway FAU-9262
County Clackamas Region ______
Type of Work Guardrail, G-R Funds ROS
State __ Consultant __ Plans Avail. __ Yes __ No

const noise ✓

Bill

2 EXC

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	No significant problems identified.
Write-off Letter	☒					

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		☒			☒	
Cultural Salvage	☒					

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		☒			☒	

9391

2

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-6

TO: MEMO TO FILE

DATE: June 18, 1981

FROM: W. R. Zirbes
Signal Engineer

SUBJECT: Harmony Road at Price Fuller Road Signal and King Road at Price Fuller Road Fire Signal
Clackamas County

NOTED
E. S. HUNTER

At a scheduling meeting on June 17, 1981, it was suggested that the two subject projects be combined and let as one project. This office has encountered some problems with this idea.

The Harmony Road at Price Fuller Road project is in the Specifications Section and could be ready for an early letting. The King Road at Price Fuller project is being drafted and is not ready for letting at this time. It appears that it would be beneficial to proceed with letting the Harmony Road project rather than wait for King Road, as minimal benefits are derived from combining signal projects in the Metropolitan Area.

Harmony Road at Price Fuller Road is a full signal with a pavement overlay. King Road at Price Fuller Road is a fire signal with a controller revision at 82nd Avenue. A combination of the two projects entails combining specifications, additional drafting and delay to the Harmony Road at Price Fuller Road project.

Jack Sullivan was contacted and advised of the problems. He agreed that it would be advantageous to let the projects separately.

WRZ:ds

cc: E. S. Hunter
Jack Sullivan
Project Management
Don Adams
Ed Hardt

RECEIVED
TECHNICAL SERVICES
JUN 19 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Apt | File

9391

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development
Services
Administrator

4-3-81
~~March 26, 1981~~

Mr. R. N. Bothman
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97023

ATTN: Mr. Jon Rose

Enclosed are the County approved plans for the permanent signing to be scheduled with signalization of Oatfield Road and Thiessen Road. Also, enclosed are the traffic signal plans for Harmony Road at Price Fuller Road intersection.

We have reviewed and approve the signal plan for Harmony at Price Fuller noting the omission of the signal loops. This omission is consistent with our request to delay the installation of the detection equipment until the curbs, drainage and finish paving is accomplished. We do request the controller cabinet be fully equipped including the loop amplifiers and wiring for the future conversion to a traffic actuated signal.

Bernard L Straight
BERNARD L. STRAIGHT - Traffic En
Policy & Project Development Div

/mb
Encl.

PROJECT MANAGEMENT BRANCH
PSHE ☐ STE ☐
FILE ☐ RE ☐ PRE ☑
REFERRED TO G

From Metro JON ROSE
Date 4/3/81
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Here are plans for the Harmony Rd. @ Price Fuller Rd signal project, approved by Clackamas County. Please note and forward the County's comments to the Traffic Section.
Jon Rose

9391

TRA-7

STATE OF OREGON

INTEROFFICE MEMO

TO: R. N. Bothman Attn: D.N. Adams, Proj. Dev. Mgr.
Administrator, Metro Branch

DATE: March 11, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plans for Review
Traffic Signal Installation
S. E. Harmony Road at S.E. Price-Fuller Road Section
FAU 9702 (S.E. Harmony Road)
Clackamas County

Attached for your review and comments are five copies of preliminary plans for the subject project. On the appropriately stamped copy, please obtain the proper signatures to indicate County approval and return the plans to this office.

This project currently is scheduled for letting the second quarter of 1982.

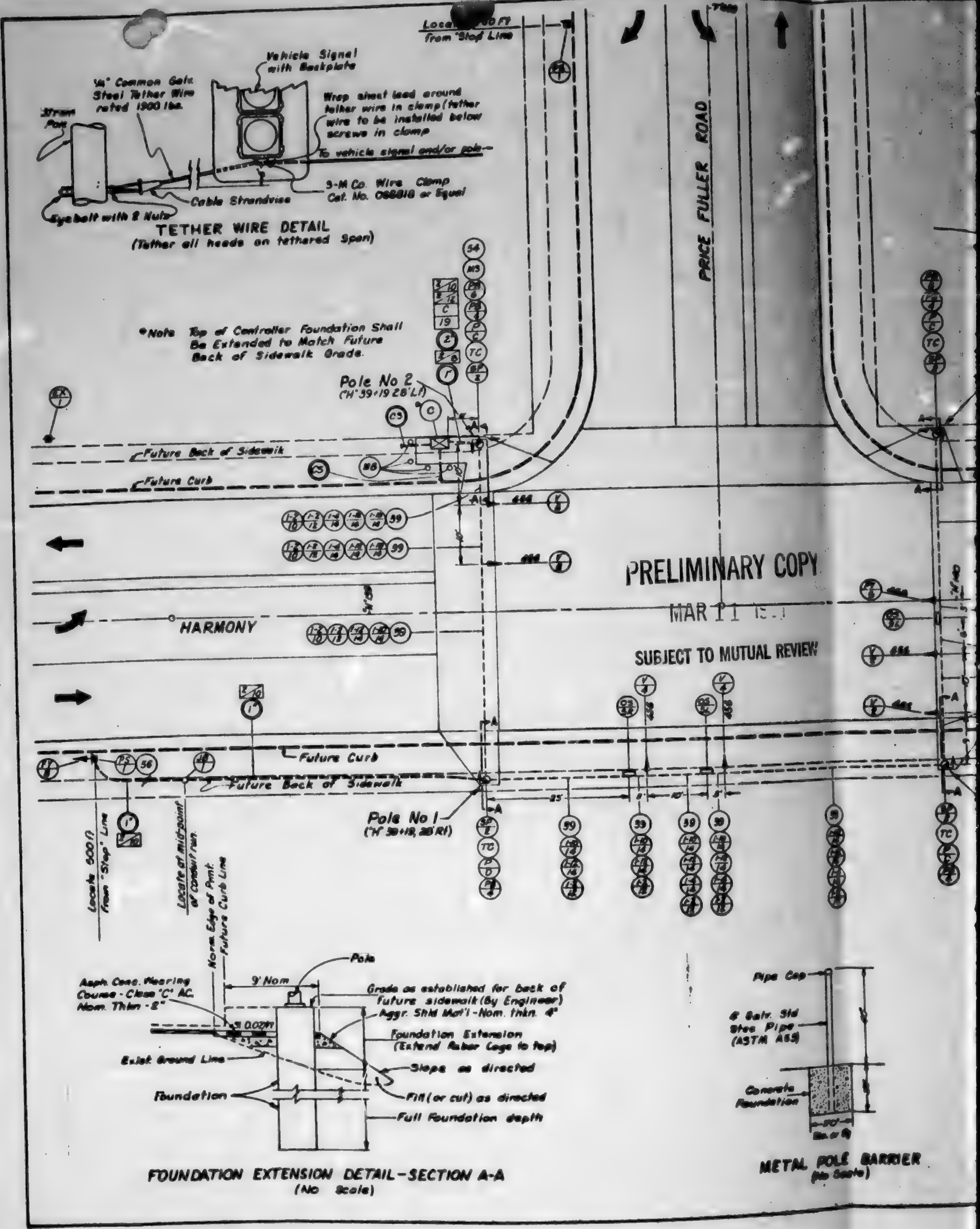
ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LPD:er

Attachments

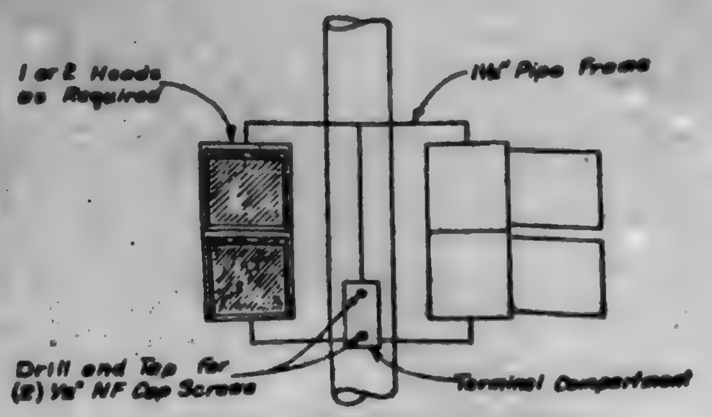
cc: E. L. Hardt w/attachment
Gary Zehner " "


Locate 500 Ft from "Stop" Line
Vehicle Signal with Backplate
¼" Common Galv. Steel Tether Wire rated 1900 lbs.
Strain Pole
Wrap sheet lead around tether wire in clamp (tether wire to be installed below screws in clamp
To vehicle signal and/or pole
3-M Co. Wire Clamp Cat. No. 06818 or Equal
Cable Strandvise
Eyebolt with 2 Nuts
TETHER WIRE DETAIL
(Tether all heads on tethered Span)
PRICE FULLER ROAD
*Note Top of Controller Foundation Shall Be Extended to Match Future Back of Sidewalk Grade.
Pole No 2
("H" 39+19 28' Lt)
Future Back of Sidewalk
Future Curb
HARMONY
Future Curb
Future Back of Sidewalk
Pole No 1
("H" 39+19, 28' Rt)
Locate 500 Ft from "Stop" Line
Locate at mid-point of conduit run.
Norm. Edge of Pvmt.
Future Curb Line
Pole
9' Nom
Asph. Conc. Wearing Course - Class "C" AC. Nom. Thkn - 2"
Grade as established for back of future sidewalk (By Engineer)
Aggr. Shld Mat'l - Nom. thkn. 4"
Foundation Extension (Extend Rebar Cage to top)
Exist. Ground Line
Slope as directed
Foundation
Fill (or cut) as directed
Full Foundation depth
FOUNDATION EXTENSION DETAIL-SECTION A-A
(No Scale)
Pipe Cap
4" Galv. Std Stee Pipe (ASTM A53)
Concrete Foundation
METAL POLE BARRIER
(No Scale)

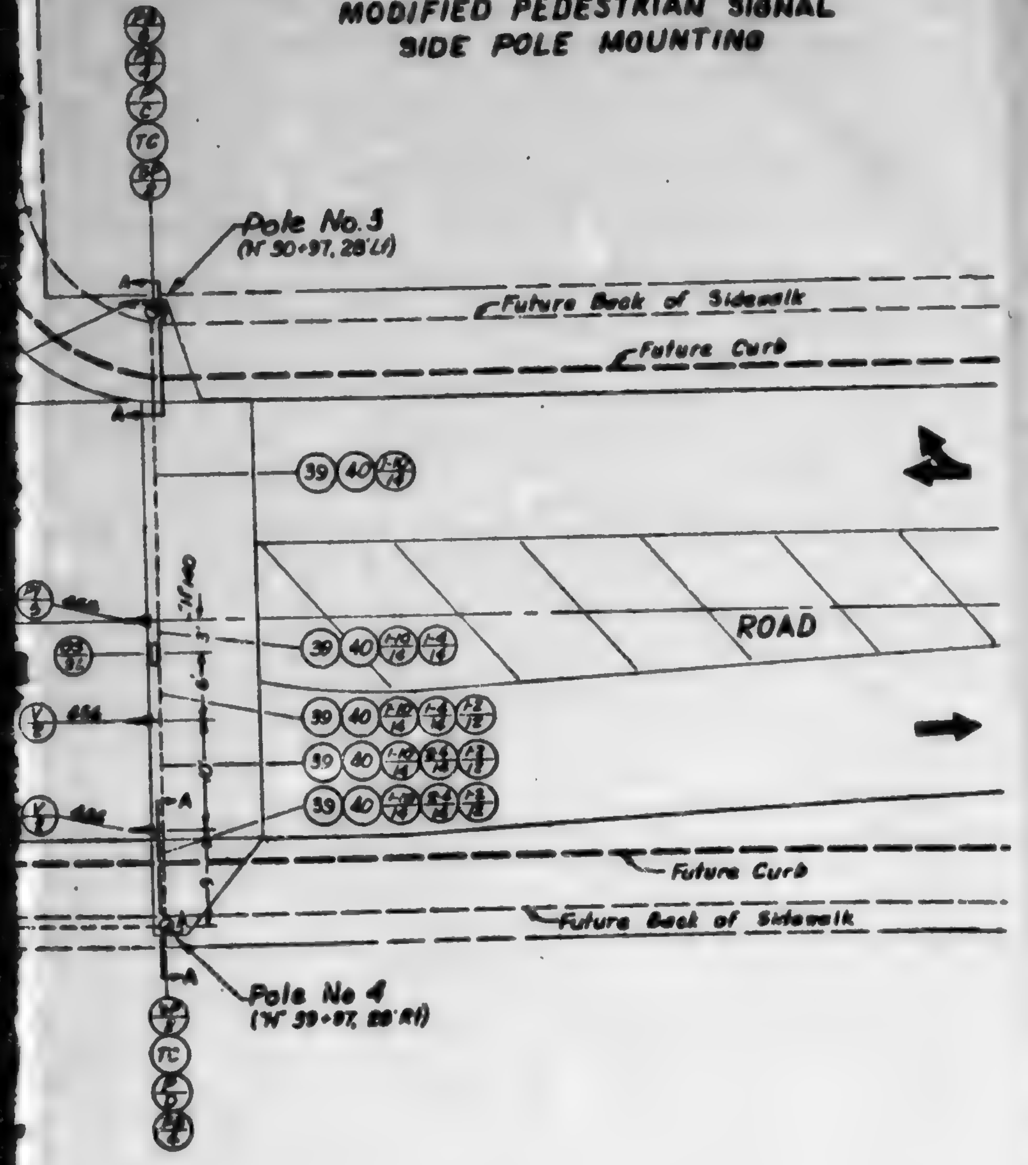
PRELIMINARY COPY

MAR 11 19[illegible]

SUBJECT TO MUTUAL REVIEW


1 or 2 Heads as Required
1½" Pipe Frame
Drill and Tap for (2) ⅜" NF Cap Screws
Terminal Compartment

MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING


Pole No. 3
(N' 30+97, 28' Lt)
Future Back of Sidewalk
Future Curb
39
40
ROAD
Future Curb
Future Back of Sidewalk
Pole No 4
(N' 39+97, 28' Rt)
TC
A

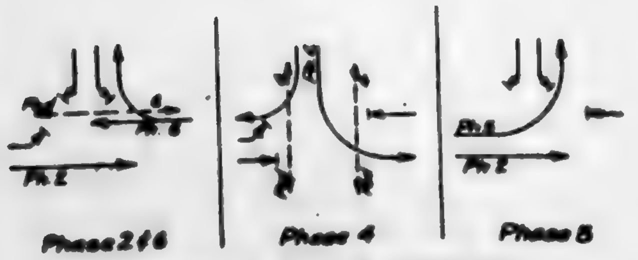
SIGNAL PLAN
HARMONY RD AT PRICE FULLER RD.

SCALE 0 10 20 30 40 50 FEET

LEGEND

EX/1	Existing power pole (power source)
C	Install Model 170 controller in Model 332 cabinet
[illegible]	Install type (T) standard strain pole
V/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
OS/1L	Install interior illuminated "Left Turn Signal" sign
OS/SL	Install interior illuminated left arrow "Only" sign
OS/SR	Install interior illuminated right arrow "Only" sign
PS/1	Install post mounted "Signal Ahead" sign (W3-3-48)
TC	Install terminal cabinet
64	Install service cabinet with 30-amp circuit breaker
MS	Install 120-volt meter base
C	Install one No. 10 type THWN wire (signal system common)
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. 6 type TW wires
XN/G	Install (X) - (N) wire No. (G) control cables
39	Install 3/8-inch galvanized steel messenger cable
40	Install 1/4-inch galvanized steel tether wire
S	Install (S) inch electrical conduit
CS	Install 2-inch conduit stub (cap ends)
MB	Install metal pole barrier
FY/8	Install 8" flashing yellow beacon
[illegible]	Install 8" x 6" x 6" galvanized cast iron pull box with sidewalk gasketed galvanized cast iron cover
56	Install 6" x 8" x 18" flasher cabinet with single circuit flasher and 20 amp circuit breaker

T = Type shown
Ph = Phase shown
X = Number shown
N = Number of conductors shown
G = AWG size shown
S = Size shown
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA


Ph 6
Ph 2
Ph 4
Ph 5
Ph 2
Phase 2+6
Phase 4
Phase 5

NORMAL PHASE ROTATION

BARRIER

APPROVED
L.E. George
TRAFFIC ENGINEER
3/10/81
DATE

DESIGNED BY ....
CHECKED BY ....

OREGON STATE HIGHWAY DIVISION
[illegible]

TRAFFIC SIGNAL INSTALLATION
SE HARMONY RD AT SE PRICE FULLER RD. SECTION
FAU 9702 (S.E. HARMONY RD)
CLACKAMAS COUNTY

DATE February 1981
Accompanied by Dwgs 1470, 1471, 1472, 1473, 1480, 35009, 35010

T.E. DWG. NO. 4777

9391 2-81

FINAL NOISE STUDY REPORT

SE Harmony Road at SE Price Fuller Road
SE Harmony Road
Clackamas County

Prepared by:

Oregon Department of Transportation
Technical Services Branch
Steven Lindland

February 1981

I. PROJECT DESCRIPTION

The project is located at the intersection of SE Harmony Road and SE Price Fuller Road in Clackamas County. Both Harmony Road and Price Fuller Road will be widened to accommodate a left-turn lane. Harmony Road will be widened about 500 feet to the west of the intersection and about 250 feet to the east. Price Fuller Road will be widened about 400 feet to the north of the intersection. Figure 1 shows the project location.

This is a Type I-B project.

II. LAND-USE

The land-use along the project consists of five single-family residences, Harmony Memorial Church, Harmony School, a school district office building/bus garage, and some undeveloped land. Figure 2 shows the locations of these activities.

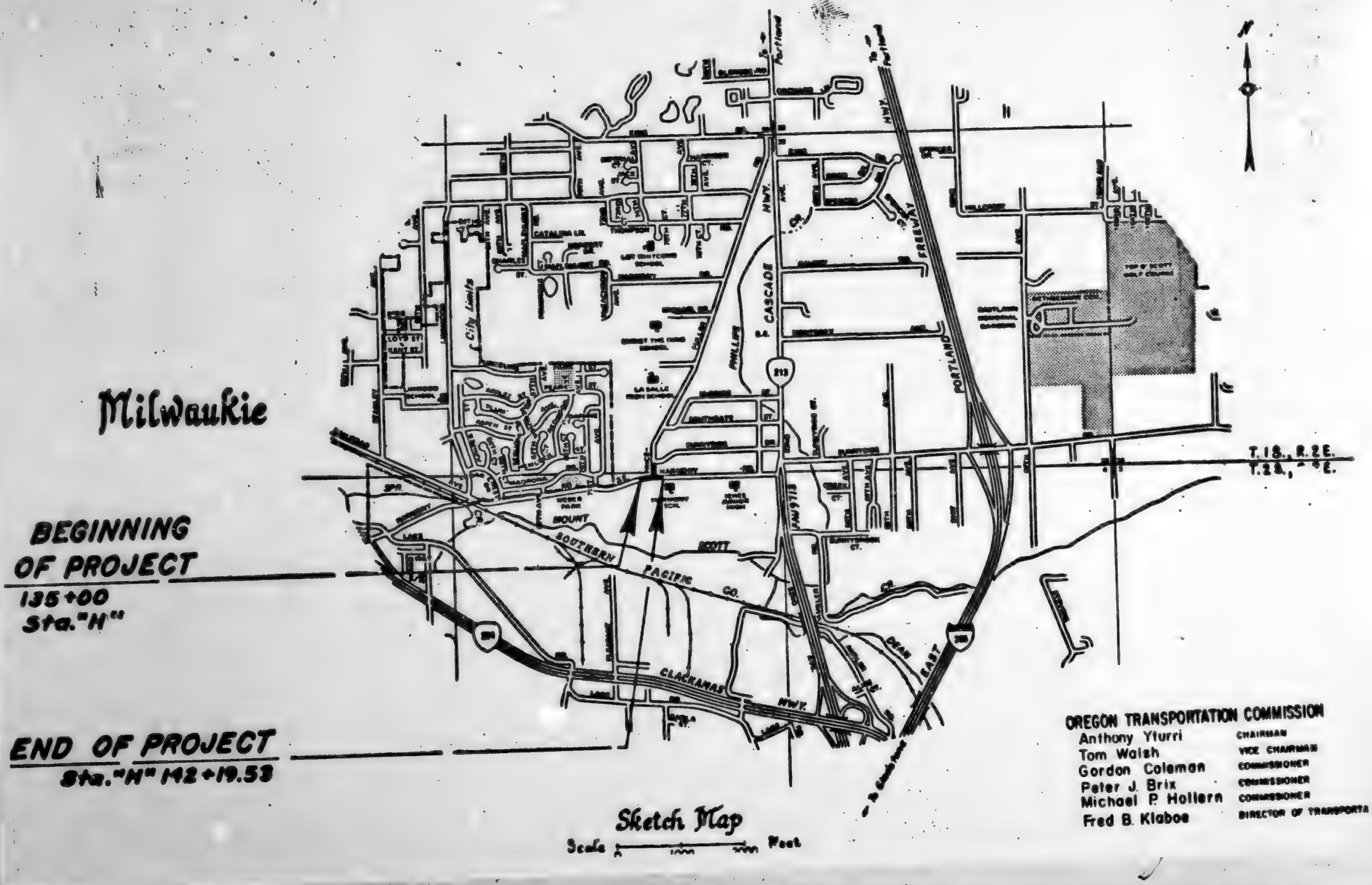
III. EXISTING ACOUSTIC ENVIRONMENT

Traffic noise dominates the acoustic environment in the project area. A measurement of traffic noise was taken at Harmony School. This was a simultaneous inside/outside measurement. With this instrumentation set-up, the inside/outside noise levels and the noise reducing properties of the structure can be determined. The outside microphone location was 45 feet west of the school building and situated at the same distance from the road as the school building. The inside microphone was placed in the center of the westerly most classroom. This classroom had 6-30" x 42" single-glazed, openable windows that faced Harmony Road.

The first measurement was taken with the windows closed and the ventilation system "off". The second measurement was taken with the windows open and the ventilation system "off". (Only 5 of the windows could be opened).

Figure 1

S.E. HARMONY RD. AT S.E. PRICE FULLER RD. SEC
FAU 9702 (S.E. HARMONY RD.)
CLACKAMAS COUNTY



Milwaukie
BEGINNING OF PROJECT
135+00
Sta."H"
END OF PROJECT
Sta."H" 142+19.53
CASCADE HWY.
PORTLAND FREEWAY
HWY.
To Portland
To Portland
CLACKAMAS HWY.
EAST
SOUTHERN PACIFIC CO.
City Limits
CATALINA LN.
PHILLIPS
SCOTT
MOUNT
HARMONY
FAU 9713
213
N
T.1S., R.2E.
T.2S., R.2E.
Sketch Map
Scale 0 1000 2000 Feet

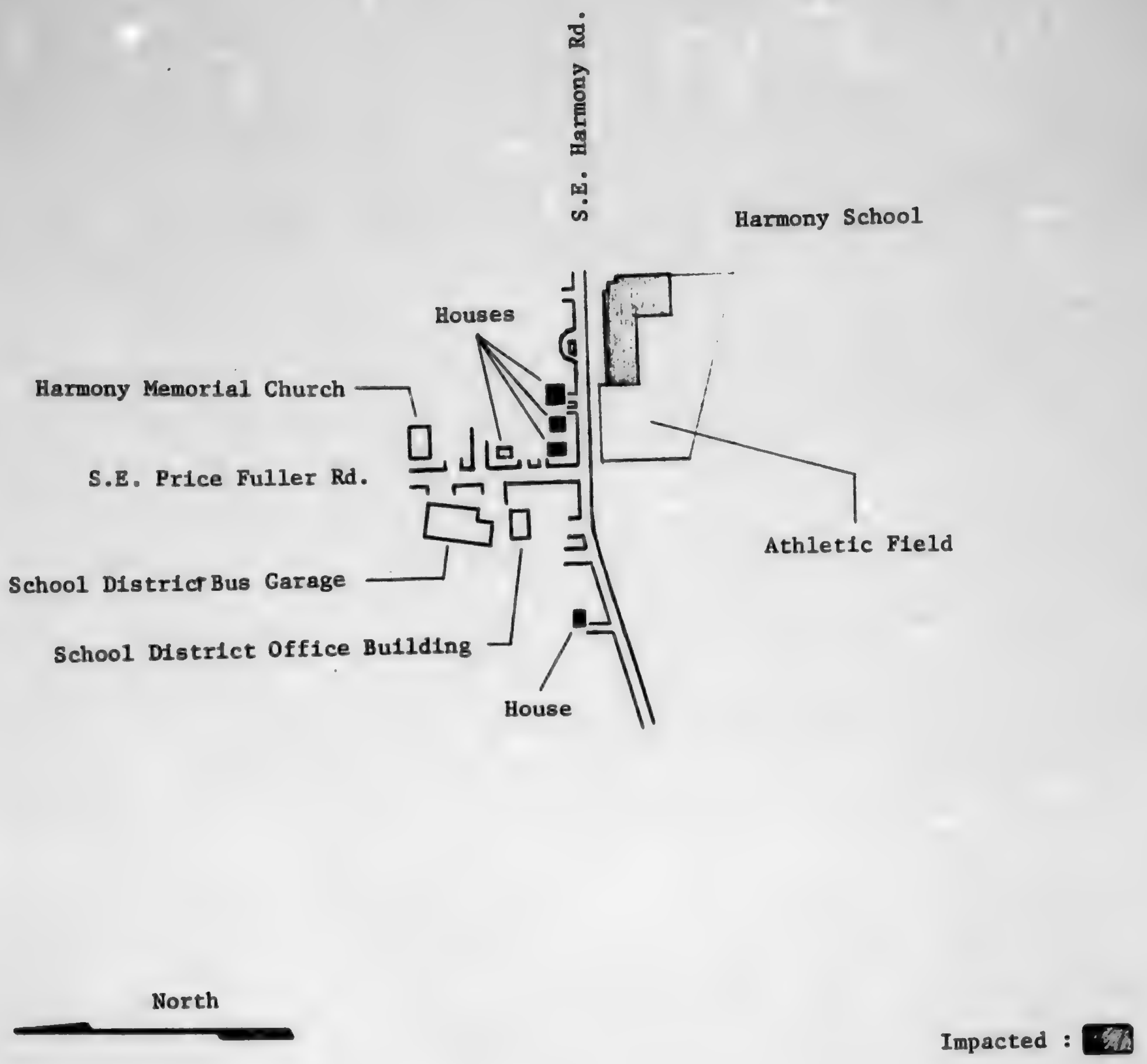
OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTA

Figure 2

S.E. Harmony Rd. at S.E. Price Fuller Rd.
S.E. Harmony Road
Clackamas County

Land Use Map


S.E. Harmony Rd.
Harmony School
Houses
Harmony Memorial Church
S.E. Price Fuller Rd.
Athletic Field
School District Bus Garage
School District Office Building
House
North
Impacted : ▨

Finally, a third measurement was taken with the windows closed and the ventilation system "on", Table 1 shows the measured noise levels and the accompanying traffic volumes on Harmony Road.

The outside noise levels ranged from Leq 60-61 dBA, while the inside noise levels ranged from Leq 37-52 dBA. These noise levels were generated by the traffic volumes that were present at the time of the measurement. Other traffic volumes would produce different results. To predict the noise levels for other traffic volumes, a prediction model must be used. The FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) computes noise levels using automobile volume, truck volume, vehicular speed, distance to the roadway, and roadway exposure. To check the accuracy of this model, the measurement site parameters and the equivalent hourly traffic data was used as input into the model. A comparison between the predicted noise levels and the actual measured noise levels showed the predicted levels were within 1 dBA of the measured levels. Because of this good agreement, the noise levels derived from this model were used in the noise analysis without adjustment.

As shown in Table 1, the structure reduces the outside noise levels by 24 dBA with the windows closed*. With the windows open, this reduction is only 8 dBA. It should be noted that when the windows are closed, the noise emitted by the ventilation system is usually louder than the traffic noise. Only the louder vehicles can be heard when the ventialtion system is "on" and the windows closed.

---

* Sound level changes of 3 dBA can be assumed to be the smallest change readily detectable by people. A 10 dBA change is usually perceived as a halving or doubling of loudness.

TABLE 1

S.E. Harmony Road at S.E. Price Fuller Road
S.E. Harmony Road
Clackamas County

MEASUREMENT SITE DATA AND MEASUREMENT RESULTS

Measurement	Equivalent Hourly Traffic Data	Distance to Road Centerline	Leq Level* Outside	Leq Level* Inside
1-Windows Closed Ventilation Off	Autos - 504 M. Trucks - 6 H. Trucks - 0	65 ft.	61 dBA	37 dBA
2-Windows Open Ventilation Off	Autos - 380 M. Trucks - 23 H. Trucks - 0	65 ft.	60 dBA	52 dBA
3-Windows Closed Ventilation On	---	---	---	45 dBA

Note: The measurement instruments used meet the ANSI Standard S 1.4-1971.

---

*The Leq descriptor is commonly used to measure or quantify sound. The Leq level is an equivalent continuous sound level which would contain the same sound energy as a time-varying sound of the same duration. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

IV, TRAFFIC NOISE ANALYSIS

Traffic noise calculations were made with the FHWA Traffic Noise Prediction model. The traffic volumes associated with the worst noise period of the day were used as input into this model. This period is the peak truck hour. Table 2 shows the traffic data for this period. Using this data, the Leq level was calculated for each road section at a distance of 50 feet from road centerline. The calculated Leq levels are shown in Table 3. To help put these values into perspective, Figure 3 lists some common sounds and their typical sound levels.

V. TRAFFIC NOISE IMPACTS

The evaluation of traffic noise is required by the Federal Highway Administration, Federal-Aid Highway Program Manual 7-7-3. There are two criteria by which traffic noise impacts can be determined. These are discussed below.

1. Design Noise Levels - Design noise levels are established according to various types of land use (see Figure 4). Activity Category "B" is of special concern since it includes the exterior noise levels at residences, churches, schools, and parks. The design noise level for this category is Leq 67 dBA. Another design noise level of concern is that of Activity Category "E". This level (Leq 52 dBA) applies to the interior spaces of residences, churches, and schools*.

2. Noise Increase Criteria - When the predicted traffic noise substantially exceeds the existing sound levels, by 10 dBA, a traffic noise impact is said to occur**.

Both sets of criteria apply to this report.

---

* If the buildings has windows which are opened for ventilation purposes, a difference between the exterior and interior noise levels can be assumed to be 10 dBA. Thus, an interior level of Leq 52 dBA will correspond with an exterior level of Leq 62 dBA. This design noise level is applicable only when there is no exterior activity area.

** Sound level increases of about 3 dBA can be assumed to be the smallest change readily detectable by people. A 10 dBA increase is usally perceived as a doubling of loudness.

TABLE 2

S.E. Harmony Road at S.E. Price Fuller Road
S.E. Harmony Road
Clackamas County

TRAFFIC DATA

Road Section	Alternative	Year	Autos	M. Trucks	H. Trucks	Speed
Harmony Rd., West	Existing	1980	600	44	7	39 mph
	No-Build	2000	1,070	79	12	36 mph
	Build	2000	1,070	79	12	38 mph
Harmony Rd., East	Existing	1980	490	44	7	40 mph
	No-Build	2000	870	79	12	36 mph
	Build	2000	870	79	12	38 mph
Price Fuller Rd., North	Existing	1980	270	28	4	29 mph
	No-Build	2000	470	49	7	25 mph
	Build	2000	470	49	7	27 mph

TABLE 3

S.E. Harmony Road at S.E. Price Fuller Road
S.E. Harmony Road
Clackamas County

PREDICTED TRAFFIC NOISE LEVELS

Road Section	Alternative	Year	Leq Level at 50 feet	Distance to Exterior Design Noise Level*	Distance to Interior Design Noise Level**
Harmony Rd., West	Existing	1980	67 dBA	50 ft.	100 ft.
	No-Build	2000	68 dBA	60 ft.	130 ft.
	Build	2000	69 dBA	70 ft.	145 ft.
Harmony Rd., East	Existing	1980	67 dBA	50 ft.	100 ft.
	No-Build	2000	68 dBA	60 ft.	130 ft.
	Build	2000	69 dBA	70 ft.	145 ft.
Price Fuller Rd., North	Existing	1980	61 dBA	20 ft.	45 ft.
	No-Build	2000	62 dBA	25 ft.	50 ft.
	Build	2000	63 dBA	30 ft.	55 ft.

*This is an Leq 67 dBA contour. This contour assumes no acoustic shielding from topography, vegetation or buildings.

**This is an Leq 62 dBA contour. This contour corresponds with an interior design noise level of Leq 52 dBA assuming open windows and no acoustic shielding from topography, vegetation, or buildings.

Figure 3

S.E. Harmony Rd. at S.E. Price Fuller Rd.

S.E. Harmony Road

Clackamas County

TYPICAL A WEIGHTED SOUND PRESSURE LEVELS

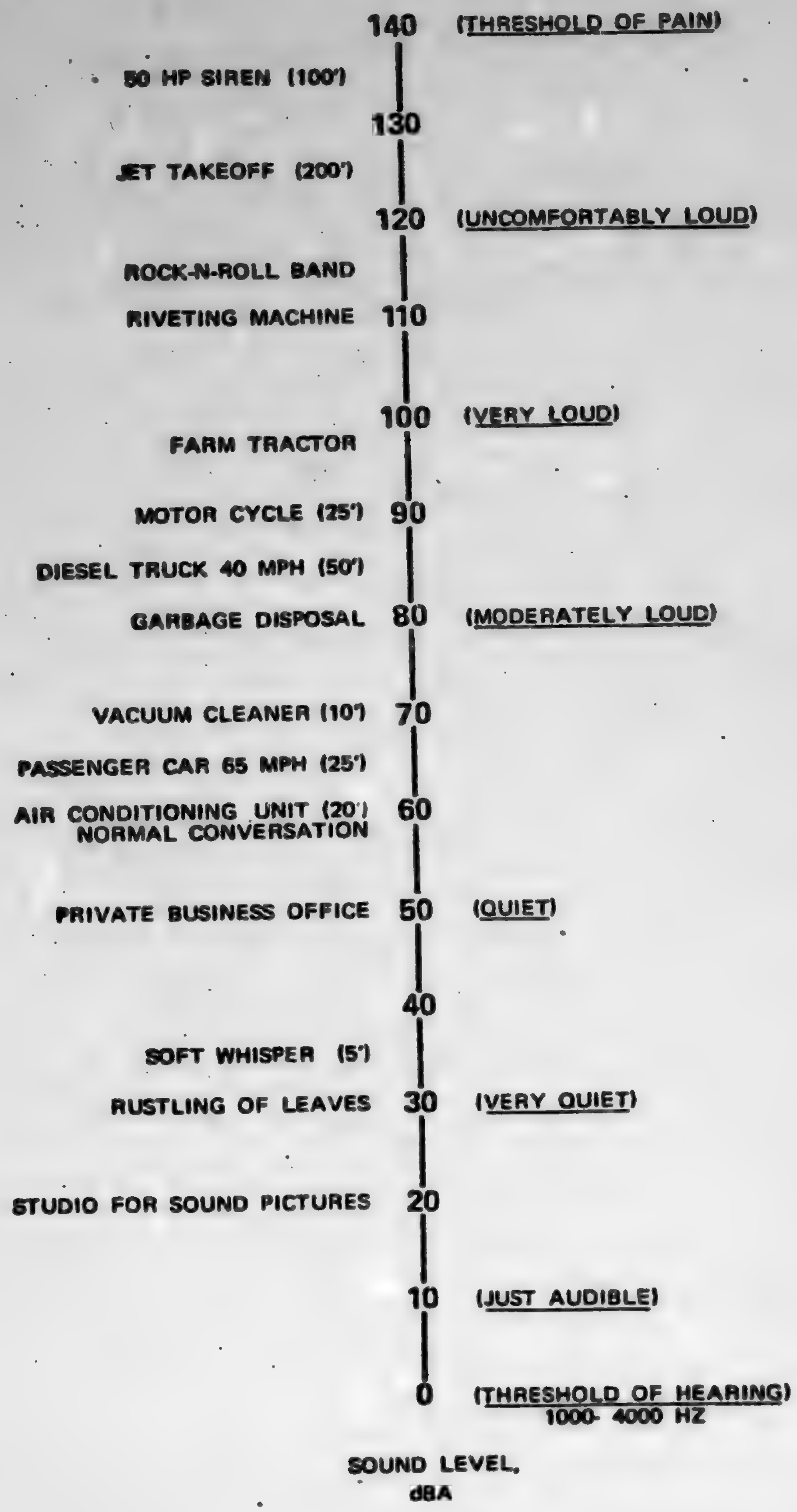


Figure 4

S.E. Harmony Rd. at S.E. Price Fuller Rd.

S.E. Harmony Road

Clackamas County

DESIGN NOISE LEVELS

Activity Category	Design Noise Levels* Leq	Design Noise Levels* L_{10}	Description of Activity Category
A	57 dBA (Exterior)	60 dBA (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks**, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (Exterior)	70 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks** which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 dBA (Exterior)	75 dBA (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	[For requirements, see paragraphs 11a and c in FHWA Program Manual]		Undeveloped lands.
E	52 dBA (Interior)	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

---

*Either L_{10} or Leq (but not both) design noise levels may be used on a project.

**Parks in Categories A and B include all such lands (public or private) which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Figure 3-1.

Table 3 shows the maximum distances to the road of the interior design noise level contour and the exterior design noise level contour for residences, churches, schools, and parks. These distances assume no acoustic shielding from topography, vegetation, or buildings. If any of these conditions are present, the actual distance will be smaller.

As shown in Table 3, construction of this project will increase traffic noise levels by 1 dBA. This change is very small and should not be perceivable.

The predicted noise levels at 50 feet from Harmony Road through, exceed the exterior design noise level for residences, schools, and churches. The distance to the exterior design noise level in the year 2000 for the No-Build Alternative and the Build Alternative is 60 and 70 feet respectfully. Since the road right-of-way extends only 30 feet from the road, outside activity areas located along the Harmony Road right-of-way line will be impacted by traffic noise. An inspection of land-use along Harmony Road showed that four residences have outside activity areas along this road section. Therefore, these areas are impacted. Harmony School has an athletic field adjacent to the roadway. This portion of the field through, is used primarily for free-time activities and not for structured physical education classes. A conversation with a school district official disclosed that although the predicted noise levels are higher than the design noise levels, no disturbance of activities should occur. Thus, the athletic field is not considered to be impacted by traffic noise.

The interior noise levels in the classrooms however, are higher than the design noise levels (with the windows open). Thus, the classrooms in the school building are impacted by traffic noise.

The predicted noise levels at 50 feet from Price Fuller Road, do not exceed the exterior design noise level for residence, schools and churches.

The distance to the exterior design noise level in the year 2000 for the No-Build Alternative and the Build Alternative is 25 and 30 feet respectively. Since the road right-of-way extends out to 30 feet from the road, no outside activity areas will be impacted by traffic noise. Land-uses with only interior activity areas include Harmony Memorial Church and the school district office building. Neither of these two buildings are impacted. The church windows nearest the road do not open. The structural noise reduction from outside to inside was assumed to be 20 dBA, and no impact is anticipated. The school district office building falls into Activity Category "C". This category has an exterior design noise level of Leq 72 dBA. The predicted noise levels along this road do not reach this level.

VI. EVALUATION OF ALTERNATIVE ABATEMENT MEASURES

Reduction of sound levels may be accomplished with:

1. Traffic Management - restrictions on certain vehicle types, modified speed limits, time-use restrictions, etc.

2. Structural Alterations of Public Buildings - adding ventilation or air conditioning systems so windows can remain closed, use of double-pane windows (these actions affect only the interior noise levels).

3. Alternative Road Designs - changing horizontal alignment to increase distances to activity areas or changing vertical alignment to gain acoustic shielding effects from cut/fill sections.

4. Sound Barriers - suitable walls or earthen berms high enough to break the view between the sound source and the sound receiver and long enough or situated to prevent the flanking of sound around the ends of the barrier.

5. Buffer Zones - maintaining adequate distances between the road and future developments to assure compatability with traffic noise.

The feasiblity of each of these abatement measures is discussed below.

Traffic Management: The restriction of trucks could reduce traffic noise levels. Harmony Road is currently used by a large number of medium trucks and a smaller number of heavy trucks. Medium trucks include local service trucks and buses. Medium trucks produce more noise than does either automobiles or heavy trucks. Therefore, to significantly lower traffic noise levels, the number of medium trucks must be greatly reduced.

The school district made a request to Clackamas County for a truck restriction on Harmony Road. A conversation with the county traffic section disclosed that a full truck restriction is not practical because Harmony Road is a minor arterial. The nearest alternative routes are Kings Road 1 mile to the north and the Milwaukie Expressway 1 mile to the south. Most of the medium sized trucks using Harmony Road are service trucks with local destinations, including Clackamas Town Center Mall. Because of local deliveries, not all heavy trucks could be eliminated either. Furthermore, school buses and Tri-Met buses use this road. Harmony Road is presently used by Tri-Met as a regular bus route with tentative plans that it will be designated an express route. Therefore, a truck restriction cannot be used to significantly lower traffic noise levels.

Structural Alterations of Public Buildings: This noise reducing measure is currently being pursued by the school district. Concerns over traffic noise in the classrooms of Harmony School and nearby Ickes School, prompted the school district to hire a consultant to investigate the matter. The conclusion of the consultant's study was that traffic noise levels were excessive in the classrooms. The study discussed both sound barriers and structural alterations as means of reducing the noise levels. The study's recommendation was that structural alterations were the most effective way of reducing traffic noise. The study suggested the existing windows be replaced with non-openable, double-glazed windows. In addition, the ventilation system should be improved or air conditioning be installed.

The school district has initiated a program to fulfill the recommendations of the study. Upon completion, traffic noise impacts should be eliminated.

Alternative Road Designs: Altering the horizonal or verticle alignment of the road to reduce or eliminate the noise impact was considered. This abatement option though, is not practical. Accesses to residences and other activities along the project prevent making large changes in the horizonal or vertical alignment of the road.

Sound Barriers: All the impacted residences have direct access to Harmony Road or Price Fuller Road. Therefore, a gap or opening would have to be left in a sound barrier to allow for access. Such an opening would allow large amounts of traffic noise to pass by the barrier and reach the receiver. This condition would make the barrier ineffective as a noise mitigating device.

The access to Harmony School though, is east of the building. A sound wall could be placed between the school and the road which would reduce traffic noise. [redacted]

Buffer Zones: Local government agencies are urged to use land-use controls to assure the compatibility of future developments with traffic noise. Any future developments (residences, schools, churches, or parks) located within the distances provided in Table 3 would be in conflict with FHWA design noise levels. Where practical, future developemtns should be planned such that noise sensitive activities are located further from the roadway than the applicable distances shown in the table.

VII. CONSTRUCTION NOISE ANALYSIS

Areas adjacent to the project will also be exposed to additional noise during construction. This noise will be emitted by various pieces of construction equipment. Figure 5 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during project construction.

As shown in Figure 5, areas adjacent to the right-of-way line should be exposed to high noise levels during project construction. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quiter nighttime hours.

SE Harmony Rd @ SE Price Fuller Rd

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule noise construction operations near the middle of the day.

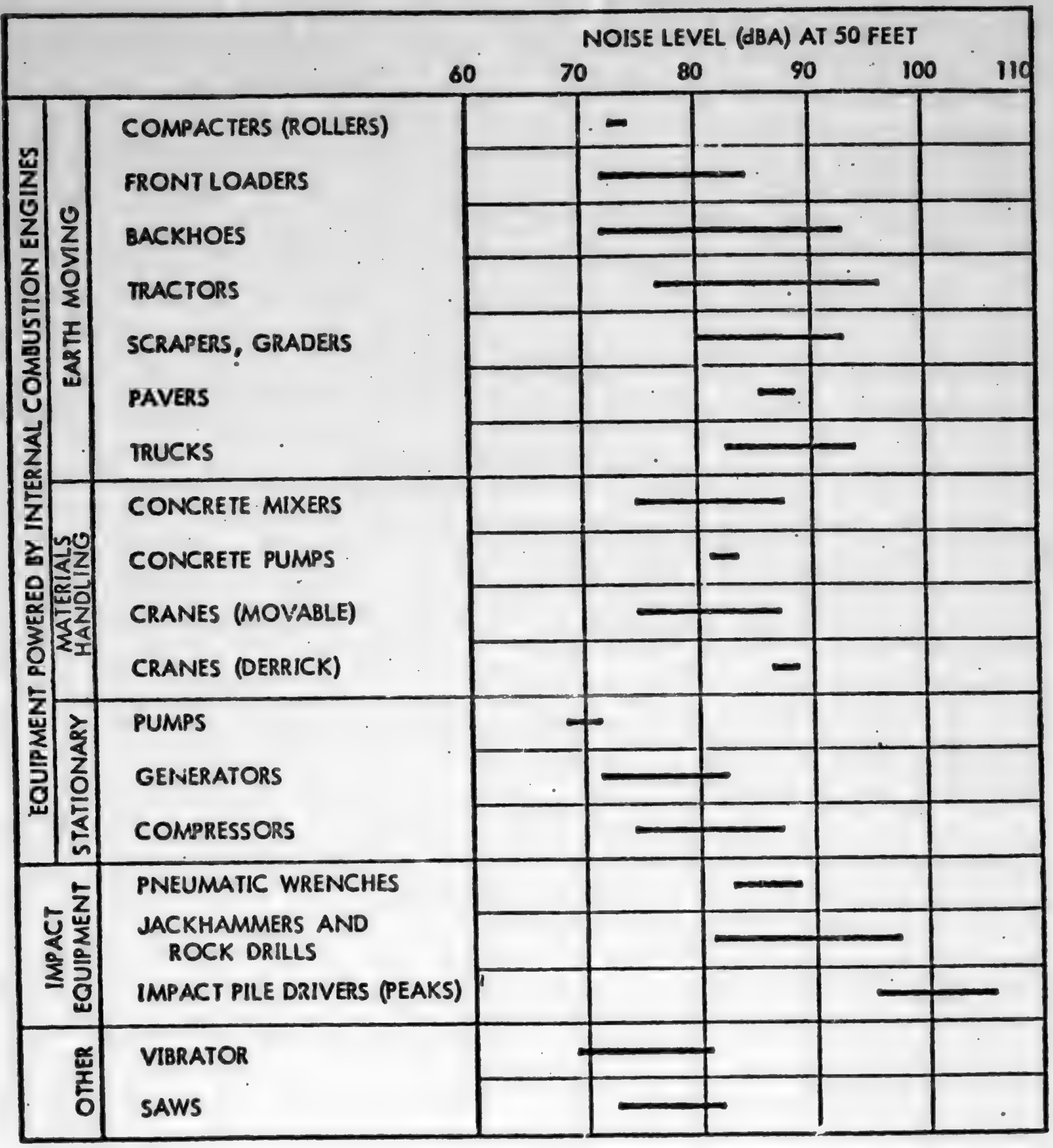
4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Figure 5

S.E. Harmony Rd. at S.E. Price Fuller Rd.
S.E. Harmony Road
Clackamas County

Construction Equipment Noise Ranges



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2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 18, 1981

In Reply Refer to
File No.: PRO 6-2

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Obligation of FY '81 Interstate Transfer Program
Allocation to Portland Urbanized Area

I request authorization to proceed with actions necessary to advance the various phases of work provided for by the projects listed below at an estimated total cost with obligation of Federal funds as shown:

ITEM NO.	PROJECT NO.	SECTION	WORK	TOTAL COST	FEDERAL FUNDS
10115	IX-000C(21)	East Side Signal Replacements	P.E.	$ 34,650	$ 29,450
90049	IX-000C(22)	Coliseum Area Signals (9 Loc.)	Y031	291,765	248,000
00086	IX-9956(11)	N. Col. Blvd. @ N. Portland Rd. Ramps	Y008	223,530	190,000
10117	IX-9704(5)	Sellwood Neighborhood Traffic Div.	P.E.	22,355	19,000
80360	IX-9891(3)	S.E. Division-S.E. Powell	R/W	352,950	300,000
71444	IX-9867(4)	Farris Rd.-Powell Blvd.(Gresham)	R/W	758,825	645,000
80148	IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	160,000	136,000
90183	IX-9659(7)	Clack. Hwy.-Gladstone NCL	R/W	10,000	8,500
90183	IX-9659(8)	Clack. Hwy.-Gladstone NCL	Y008	365,000	310,250
90050	IX-9659(9)	Gladstone NCL-S.E. Oatfield Rd.	R/W	9,400	7,990
90050	IX-9659(10)	Gladstone NCL-S.E. Oatfield Rd.	Y008	254,500	216,325
90283	IX-9702(5)	Harmony Rd. @ Price Fuller Rd.	R/W	2,400	2,040
90100	IX-9665(10)	Oatfield Rd. @ Lake Rd.(Milwaukie)	Y008	211,100	179,435
10118	IX-9473(3)	S.W. Madrona-Jean Rd.(Lake Oswego)	R/W	516,000	438,600
90048	IX-9714(6)	Clack. Hwy.-32nd Ave.(Milwaukie)	Y008	250,120	212,600
90150	IX-9091(9)	Allen Blvd.-S.W. Scholls Ferry Rd.	R/W	52,950	45,000
90150	IX-9091(10)	Allen Blvd.-S.W. Scholls Ferry Rd.	Y008	334,710	284,500
10119	IX-9088(3)	Murray Blvd.-Alice Lane (Beaverton)	R/W	445,000	378,250

JLG:pf

cc: Gary Zehner
General Files

Form 734-3122

9391

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9702(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90283

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/18/81

8. FEDERAL ROUTE NUMBER FAU 9702

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Harmony Road at Price Fuller Road

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 2/18/81 you are now authorized to proceed with actions necessary to advance the Right of Way phase provided for by the above project at a total estimated cost of $2,400 Federal Funds $2,040.

RECEIVED
STATE HWY ENGR
AUG 3 '81
REFER TO
FOR

orig

14. DATE 2/18/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossn

16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9391

1,

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9702(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

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E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

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STATE HWY ENGR
AUG 3 '81
REFER TO
FOR

copy to

14. DATE 2/18/81

15. SIGNATURE OF APPROVING OFFICIAL G K Hossm

16. TITLE for Acting Division Administrator

FORM PR-1240 (Rev. 12-7) PREVIOUS EDITIONS MAY BE USED

9391

MA PDM PDE FFM
ODOT - METRO

FEB 3 1981

BMTPAR PPC FILE T/A

From Metro JON ROSE | 2/3/81

To BUZ S[illegible]AN

[✓ Program Mgmt.] Traffic Region 1

Comments: These 3 plans have been reviewed by Metro Staff and are returned without comment. The approved sets are for your records and you should note the County's comments. Please advise Final Design & Specification Unit. Jon Rose

2-3-81
~~January 28, 1981~~

Mr. R. N. Bothman
Department of Transporation
Metropolitan Branch
5821 N. E. Glisan
Portland, OR 97213

ATTN: Mr. Jon Rose

Enclosed are the County approved preliminary plans for the traffic signals on Highway 212 at Foster Road, the preliminary grading plans for Harmony Road at Price Fuller Road and the preliminary grading and drainage plans for Oatfield Road at Thiessen Road.

Clackamas County has no objection to the elimination of the raised islands and the relocation of the signal strain poles on the Highway 212 ★ at Foster Road signal project.

There are no red line changes made to the grading plans for the Harmony Road at Price Fuller Road widening and the plans are acceptable understanding this work will interface with future, more significant improvements on Harmony Road under our FAU project. We will be anticipating the opportunity to review the traffic signal plans at this location.

The proposed plans for widening and curb and sidewalk construction at Oatfield Road and Thiessen Road are acceptable. We do request the addition of a contract item for relocation of mailboxes and the application of bark dust on the slopes as an alternative to seeding and mulching if desired by the property owner. Again, we anticipate plans for review of the traffic signals.

Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer
Operations Division

/mb

Encl.

★ TO TRAFFIC Sec.
2-5-81
G

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan
3A	Profiles

(Temp. Protection & Direction of Traffic To be written)

STATE OF O

DEPARTMENT OF TR

STATE HIGHWAY

PLANS FOR PROPOSE

S.E. HARMONY RD. AT S.E.

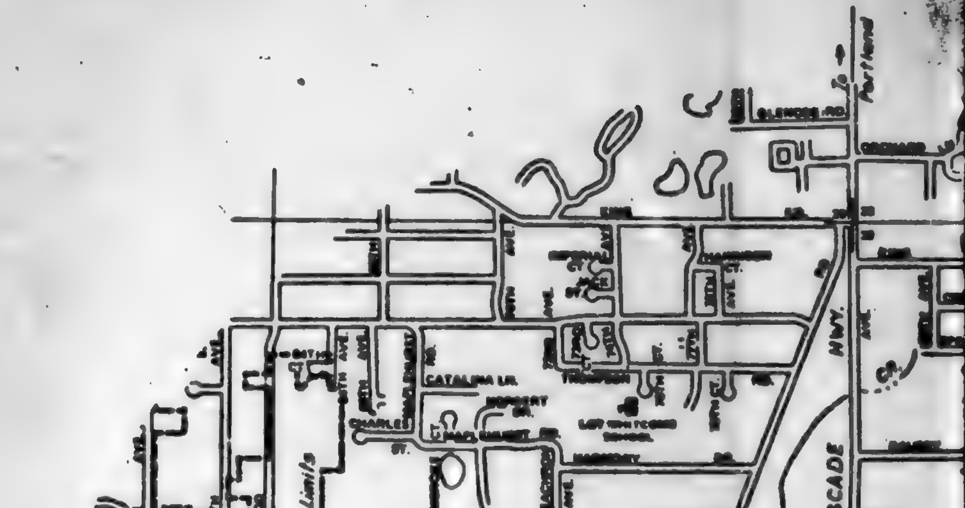
FAU 9702 (S.E. HA

CLACKAMAS CO

Milwaukie

BEGINNING OF PROJECT
Sta. "H" 135+00

END OF PROJECT
Sta. "H" 142+19.53


Portland
City Limits
CATALINA LN.
CASCADE
HWY.
PHILLIPS
213
HARMONY
MOUNT
MADRONA
SCOTT
SOUTHERN PACIFIC CO.
CLACKAMAS HWY.
FAU 9713

Sketch Map

Scale 0 1000 2000 Feet

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
DEC 29 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

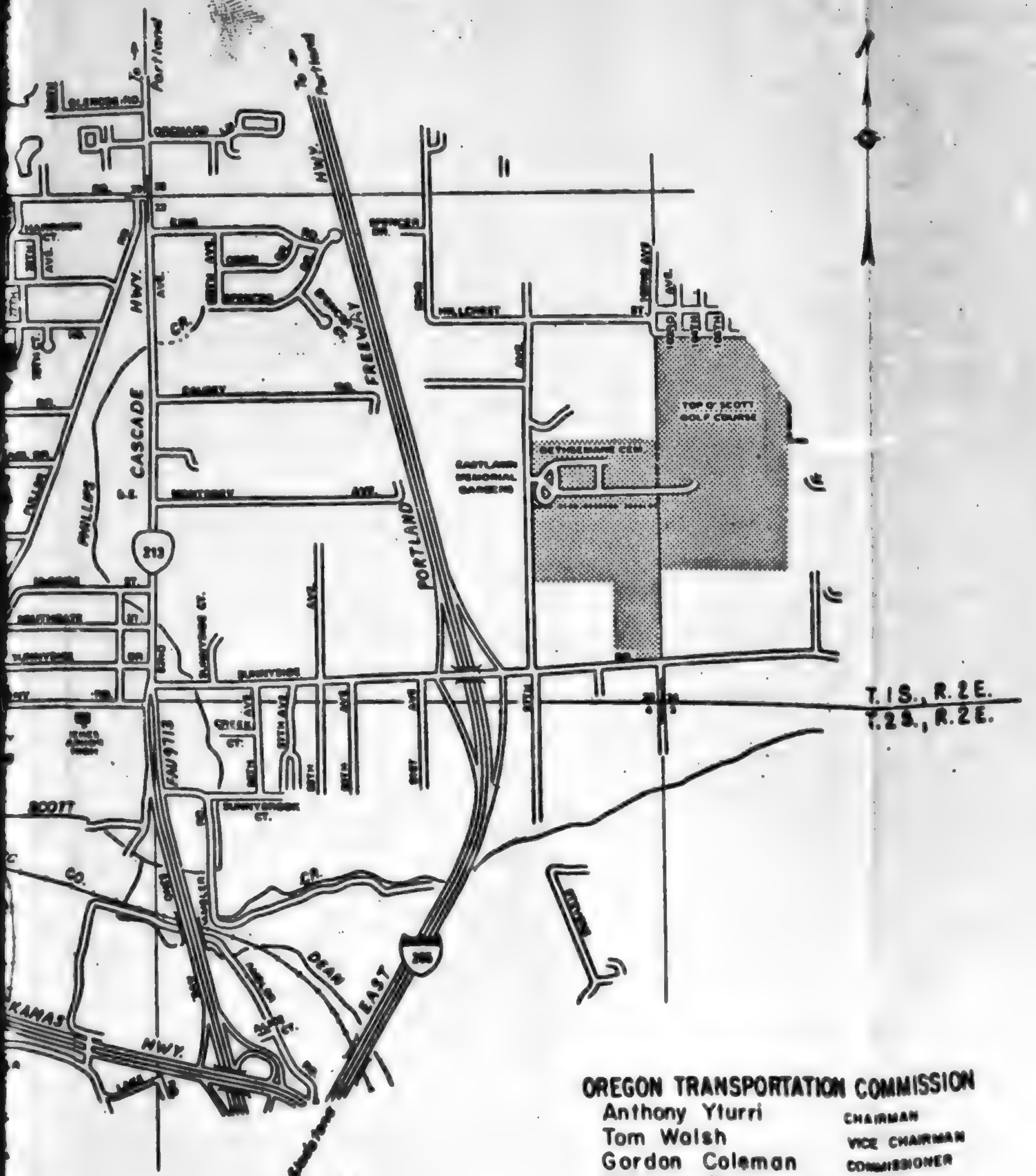
S.E. HARMONY RD. AT S.E. PRICE FULLER RD. SEC. FAU 9702 (S.E. HARMONY RD.) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI - X

T S.E. PRICE FULLER RD. SEC.

(S.E. HARMONY RD.)

ACKAMAS COUNTY



Map

0 2000 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED 1 — 28 1981

~~BOARD OF COMMISSIONERS OF~~ ____ ~~COUNTY~~

~~BY~~ ____ ~~COMMISSIONER~~

____ ~~COMMISSIONER~~

Traffic Engr ~~COMMISSIONER~~

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

____ FIELD OPERATIONS ENGINEER ____ DATE

No R/W Map

S U M M A R Y

TYPI

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

NO.	ITEM	CODE	UNIT	QUANT.
1.	MOBILIZATION (8%)	110	ALL	ALL
2.	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC (3%)	111	ALL	ALL
	TEMPORARY SIGNS		Sq.Ft	136
	TEMP. PLASTIC SAFETY MARKERS		Ea.	60
	FLAGMEN		Hrs.	480
3.	CLEARING & GRUBBING	201	Acres	0.4
4.	GENERAL EXCAVATION	203	C.Y.	810 ~~452~~
5.	FINISHING of ROADBED and SLOPES	222	MI	0.21 ~~0.26~~
6.	WATERING	233	M.Gal	36 ~~22~~
7.	CRUSHED AGGREGATE BASE	304	Tons	1724 1738
8.	ASPHALT. CONC. PVMT. CLASS 'B'	403	Tons	590 ~~592~~
	ASPHALT IN MIXTURE		Tons	38 38
9.	ASPHALT TACK COAT	407	Tons	0.5 ~~0.6~~
10.	EXTRA FOR STREET CONNECTIONS	610	Ea.	1
	EXTRA FOR DRWY APPROACHES		Ea.	9
11.	~~ADJUST SANITARY MANHOLES~~	~~628~~	~~Ea.~~	~~6~~
	~~ADJUST TELEPHONE MANHOLES~~		~~Ea.~~	~~1~~
	~~ADJUST GAS VALVE BOXES~~		~~Ea.~~	~~2~~
	~~ADJUST WATER VALVE BOXES~~		~~Ea.~~	~~2~~
71 wt.	~~RELOCATE POWER POLES~~	~~628~~	~~Ea.~~	~~2~~
	~~RELOCATE FIRE HYDRANT~~		~~Ea.~~	~~1~~
	~~RELOCATE BUS STOP SHELTER~~		~~Ea.~~	~~1~~
	ADJUST INLETS		Ea.	4
	SALVAGE & REINSTALL SIGNS		Ea.	2
	RELOCATE MAILBOXES (RURAL ROUTE)		Ea.	3
12.	INSTALL TRAFFIC SIGNAL COMPLETE	661	Ea.	1
13.	~~ADDITIONAL ANTICIPATED ITEMS~~			
	~~CONTROLLER TESTING~~		~~ALL~~	~~ALL~~
	~~FURNISHING OF SOFTWARE~~		~~ALL~~	~~ALL~~
	~~PERMANENT STRIPING~~		~~ALL~~	~~ALL~~

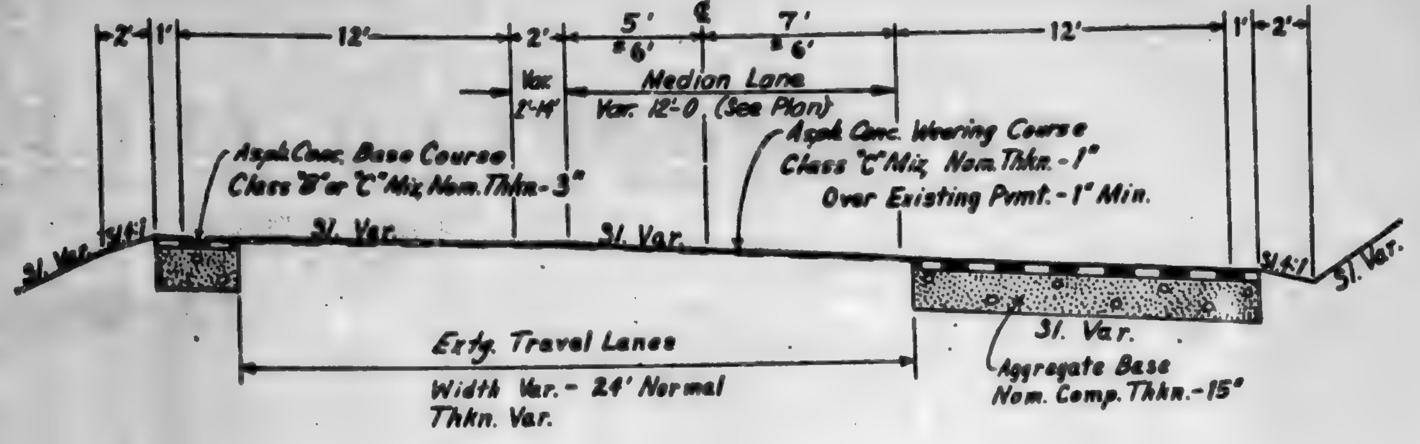
By Others

By others

Mann-Pieto-Butts

TYPICAL SECTIONS

S.E. HARMONY RD. AT S.E. PRICE FULLER RD. SEC. FAU 9702 (S.E. HARMONY RD.) CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


2'
1'
12'
2'
5'
℄
7'
*6'
*6'
12'
1'
2'
Var. 2'-14'
Median Lane
Var. 12'-0 (See Plan)
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom. Thkn.-3"
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-1"
Over Existing Pvmt.-1" Min.
Sl. Var.
Sl. 4:1
Sl. Var.
Sl. Var.
Sl. 4:1
Sl. Var.
Sl. Var.
Exty. Travel Lanes
Width Var.- 24' Normal
Thkn. Var.
Aggregate Base
Nom. Comp. Thkn.-15"

STA. "H" 135+00 To STA. "H" 136+59.81 (Taper)
"H" 136+59.81 To "H" 140+19.53
"H" 140+19.53 To "H" 142+19.53 (Taper)
*"F" 496+00 To "F" 497+00 (Taper)
*"F" 497+00 To "F" 499+80

9391 Clack

ROAD DESIGN SECTION 378-6558

December 3, 1980

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

School District No. 49 Property
Harmony Road @ Price Fuller Road
Harmony Road
Clackamas County

Attached is a description only and sketch map for a parcel of land near the subject project. Clackamas County contacted our field office and requested this description be prepared for a potential donation which the county will handle.

This data is forwarded for your information since the state was originally scheduled to acquire this property. It is imperative that the county receive the description before December 8, 1980. You may want to send this data through Ken Rolfe who, I understand, is familiar with the request.

By:

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

9391

GENERAL FILES

October 30, 1979

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7137

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the Price Fuller Road Section of S.E. Harmony Road in Clackamas County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment
bc: Don Harwell (agreement attached)

9391

L.

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-30-79

FROM: G. L. Green, Division Administrator	**PROGRAM NO.** **ITEM NO.** 90283	**FEDERAL AID PROJECT NO.** IX-9702(3) **STATE PROJECT NO.** See below **COUNTY NAME** Clackamas **PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 -'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS & E APPROVED	**DATE AUTHORIZATION EFFECTIVE** 11-30-79	**FEDERAL ROUTE NUMBER** FAU 9702 **STATE ROUTE NUMBER** County Road

GENERAL LOCATION: copy #9257

International Way & Price Fuller Rd. Intersections

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-6-79 you are authorized to proceed with the work as shown above at a TEC of $10,600 with Federal participation limited to $9,010.

(Advice No. 823-10-0-01 dated 11-30-79)

DATE 11-30-79	**SIGNATURE OF APPROVING OFFICIAL** G. K. Hossner	**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9391

Harmony Rd. @ Price Fuller Rd. (Signal)
Clackamas County
Prefix: 203-1913

October 22, 1980

R.R. Cameron, Res. Loc. Engineer
J.M. Stucky, Designer

NARRATIVE REPORT

Purpose & Scope: The original scope of this project was to widen Harmony and Price Fuller Roads with curb and sidewalk to 40', provide storm sewer drainage and install a multiphase fully actuated traffic signal with pedestrian sequence.

Clackamas County later requested the scope of the project be changed: widening Harmony Road to 44' curb to curb instead of the original 40'. (See attached letter to Mr. Winston W. Kurth from D.R. Adams).

On October 13, 1980, a meeting was held with Clackamas County to alter the scope of the project.

Curb, sidewalk and drainage system were deleted from the project. Only the necessary widening for the left turn refuges and signal would be done. It was also proposed that the controller be set for fixed time operation with pedestrian activation and all necessary work to accommodate future detection loops.

The County would install loops at such time as the storm sewer, curb and sidewalk and further widening work would be completed. (See attachment 2, Memo to File, dated 10/13/80).

Surfacing: Surfacing will be a 1" overlay of existing surfacing, 4" asphalt and 15" crushed aggregate base for new work and 1 1/2" asphalt future final per Salem location section.

Drainage: The existing system will be adjusted and utilized until such time as the future upgrading of the intersection, i.e. widening to 44' with curb and sidewalk.

Curb & Sidewalk: Curb and sidewalk have been eliminated from the scope of this project. This work is to be done by others in the future.

Signalization: At the meeting with Clackamas County on 10/13/80, (see attachment 2, Memo to File), it was requested that the signal be set for timed operation with pedtrian activation. All necessary conduits for future loops to be installed and capped.

The detector loops would be installed by the County at such time as the future drainage, curb, and sidewalk would be completed.

Signal poles would be set back to accommodate future curb and 5' sidewalk.

Right of Way: The downscoped project will require two parcels of R/W/

The first parcel being a triangular portion to the right of Engineers Station 'H' 136+59.81 P.C. to 'H' 138+66.74 P.T.

The second parcel being a 10'x10' triangle in the N.W. corner of the Harmony-Price Fuller intersection.

Future widening and sidewalk construction would require slope easements and an additional 10'x10' triangle of R/W in the N.E. corner of the intersection.

Clackamas County has expressed the desire to negotiate with the property owners in the acquistion of the R/W required.

Safety: No unusual traffic safety problems are anticipated. Recommendation is made that all vertical cuts along pavement edges be backfilled by the end of the workday.

Material Source: The material source would be commercial.

Construction Centerline: The 'L' line has not been run in the field

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

September 25, 1980

Telephone 238-8354

File ~~203-1909~~
203-1913

MR. WINSTON W. KURTH
Assistant Director
Environmental Services
Clackamas County
902 Abernethy Road
Oregon City, OR 97045

Subject: Harmony Road @ Price-
Fuller Road Section
Harmony Road

This is to acknowledge your request for a 44 foot curb-to-curb road cross-section on Harmony Road instead of the 40 foot road cross-section as originally proposed in the project request.

Please be advised this request will increase the preliminary engineering cost approximately $1200 as well as delay the contract date for the project.

Very truly yours,

D R Adams

D. R. ADAMS
Project Development Engineer

pq

cc Curt Duval
[redacted]

ATTACHMENT 1

File

10/13/80

Price Fuller Rd @ Harmony Rd
Clackamas County
Prefix 203-1913

Memo to file:

A meeting was held this date to alter the scope of subject project. Bernie Straight & Dennis Everson from Clackamas County, Curtis Duval, Leo Goldsby, & John Stucky from State were in attendance.

It was the expressed desire of County, to be formalized by letter, that this project be limited to the signal and only that roadwork absolutely necessary for the signal to function. It was also proposed that the signal controller be set for fixed time operation with pedestrian activation. All necessary conduits etc for future detector loops were to be stubbed out and capped. The County would install the detector loops at such time as the roadway widening, curb/sidewalk installation, and drainage were completed.

Leo A. Goldsby
Asst. Res. Engr.

CC: Duval

ATTACHMENT 2

9391

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: International Way and Price Fuller Intersection

Highway: FAU 9702 (S.E. Harmony Rd.)

County: Clackamas

Prefix: 203-1913

Res. Engr. R. Cameron

Date October 2, 1980

Twenty Year Traffic Coefficient 7.9

18 kip s.a. per day 45.2

R value 11

Frost Penetration ----

CBE Total Requirement 25.5"

STRUCTURAL SECTION
NEW WORK

copy # 9257

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
4.0"	A.C.	8.0
15.0"	A.B.	15.0
20.5"		26.0"

Note: 1.0" A.C. to obliterate striping.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

N

9391

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

noted
H. S. COULTER

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: International Way & Price Fuller Rd CLACK.

DATE: September 13, 1979

ccpct #9257

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENG
SEP 14 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
						✓

cc: G. L. Green
H. S. Coulter✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
D. E. Swan
Reg. 1: E. L. Hardt
Dis. 2: W. W. Geibel
R. N. Bothman

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7908 2 540

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

N GIFFORD
8-10-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9391

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 6, 1979

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

Original Signed By
D. E. Swan

SUBJECT: Project Data Submission
Item No. 90283
Project No. IX-9702(3)
International Way & Price Fuller Rd. Intersections
Harmony Road
Clackamas County

copy
#9257

Attached is support data consisting of PR-1 forms, project maps, and signal warrants for the subject project.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $10,600 with obligation of Federal funds of $9,010.

2) Authorization to proceed with all phas[illegible] of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations & Statutes.

These requests are based on August 9 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:fkc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

H
✓

Form 734-3122

Budget Bureau No. 41-R2067; App

U.S. DEP

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 9-6-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd, Int. of International Way/Price Fuller Rd. 65	ADT	PRESENT	FUTURE (66) (70) ---	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9702

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Clackamas			CODE 005
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9702 (32)	STATE Co. Rd* (36)	U.S. (37) ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS		"International Way & Price Fuller Road Intersections"	0.0	10,600	9,010	- - -	1,590
5					**ROW**				(500)			
5					**CONST** (CODE)				(233,600)			

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	10,600 (16) (23)	9,010 (24) (33)	- - -	1,590
1	14	PROGRAM APPROVAL DATES 10-18-78						

REMARKS

Additional Data: Item No

Project No. M-9702(2)

*SE Harmony Road

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-6-79

ATION (45 typewriter spaces) nt. of International Way/Price Fuller Rd. (65)	ADT	PRESENT	FUTURE --- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 823 (4) (9)	ITEM NO. 90283 (14) (18)

ypewriter ng (62)	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- (14) (23)	NUMBER 9702 (7)	SEQ. NO. (3) (13)	I. Projects Only POST MI. (24) (26) / DESIG. (27)

rstate Substitutions General Funded

Portland

COUNTY NAME: Clackamas — CODE: 005 (14) (16)

ROUTE NO. U — FEDERAL-AID: 9702 (32) — STATE: Co. Rd* (36) (37) — U.S.: --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
53	"International Way & Price Fuller Road Intersections"	0.0	10,600	9,010	- - -	1,590	Util. prep. work as required
			(500)				
			(233,600)				ROW-60' normal; Access Control - none; Parking Restrictions- none
JLG	PROJECT TOTALS	0.0	10,600	9,010	- - -	1,590	

ATES 10-18-78

*SE Harmony Road

REMARKS

Additional Data: Item No. 80186;
Project No. M-9702(2)

- over-

USCOMM DUSCOMM-DC 48905-P61

International Way & Price Fuller Road Intersections
Project No. IX-9702(3)

Existing Facility:

1) Fourway intersection with stop condition on International Way.
2) 'T' intersection with stop condition on Price Fuller Rd.

Adjacent Sections: 2 lanebit. surf. roadways

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future traffic signal installation and channelization at both International Way and Price Fuller Rd. intersections with Harmony Rd.

Right-of-Way: Additional required

System Action, Water Developments, Airports, Railroads, Historical and Recreational Areas: None involved

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on August 31, 1979.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - - -A-95 review conclusions dated____________.
b) Dist. 2 Clearinghouse - - Satisfied by inclussion in CRAG(MSD) TIP.

Note:

a) This project is in Congressional District No. 3
b) Included in CRAG (MSD) FY '79 TIP/AE on page 134 item 316.

FHPM 7-7-5 Requirements:

a) Public Hearings --- None required under Oregon Action Plan
b) LOC/DES Approval --- Not a factor in the development of this project.

9391

2.

September 4, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of August are the following:

Project	Work	Funds		
		Federal	State	Local
A) Portland				
1) International Way & Price Fuller Road Intersections	PE, ROW, Const.	$ 207,995	---	$ 36,705
2) Gladstone CBD Park & Ride Lot	PE, Const.	8,500	---	1,500
3) Hawthorne Br.-Interstate 205	PE	17,000	---	3,000
B) Salem				
1) 12th St.-24th St. (Mission St.)	PE, ROW, Const.	$16,613,000	---	$2,932,000
2) 23rd St.-Lancaster Dr. (State St.)	PE, ROW, Const.	3,481,600	---	614,400

ccpt
#9257

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring E. S. Hunter
R. N. Bothman C. O. Fredrickson

9391

2

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1979

In Reply Refer to
File No.:

NOTED
H. S. COULTER

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: International Way & Price Fuller Rd.
Highway: S.E. Harmony Rd., FAU-9702
County: Clackamas

copy #9257

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 10, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 1 Engr: E. L. Hardt
Dis. 2 Engr: W. W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
AUG 15 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: International Way and Price Fuller Rd.

11 12] PROJECT LOCATION—CITY: S.E. Harmony Rd.
FAU - 9702
PROJECT LOCATION—COUNTY: Clackamas
PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To improve transportation safety and vehicle flow conditions by upgrading the [71
12] existing roadway approaches and providing a multi-phase signal. Pedestrian [71
06 crossings and transit bus loading will be improved by the proposed si ewalks [71
12] and pedestrian crossing signals incorporated into the intersection improvement.
07 [71
12]
08 [71
12]
09 [71
12]
10

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
198,900			35,100		234,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sept. | 43] DAY [44: 10 | 45] YEAR [46: 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 10, 1979

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-9702(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 3, 1979

Section International Way/Price Fuller Rd

Unit (if appl)

County Clackamas

City

Highway SE Harmony Rd. (FAU 9702)

State Hwy. No.

Termini: M.P.(if appl)

Length

Region I - Metro

Construction Estimate
Program Amount

B. Purpose of Project:

To improve transportation safety and vehicle flow conditions by upgrading the the existing roadway approaches and providing a multi-phase signal. Pedestrian crossings and transit bus loading will be improved by the proposed sidewalks and pedestrian crossing signals incorporated into the intersection improvement.

C. Origin & History of Project:

Harmony Road and Lake Road are intersecting county arterial roadways. A mile east of this intersection, Harmony Rd. intersects the south terminus of Price Fuller Rd. which is a county collector. The need for safety improvement is recognized to meet traffic demand and reduce the potential of pedestrian and vehicle conflict. This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

D. General Description of Project:

Widen and upgrade the existing roadway approaches with curb and sidewalks. Install a multi-phase, fully actuated signal with pedestrian sequence and provide local drainage at the Price Fuller Road intersection. Installation of a multi-phase, fully actuated, traffic signal with pedestrian sequence at the Lake Road intersection.

Alignment: New ____ Existing x Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. None; Shldrs. None ; Parking ____

Proposed: No. Lanes 2 ; Med. None; Shldrs. None ; Parking Restricted

Traffic: Existing Facility: Existing ADT 7, 175 6/77 Price Fuller Road ; Projected ADT ____ ; Yr. ____
10,847 7/77 Int'l Way

Existing Level of Service ____

Proposed Facility: Projected ADT ____ ; Yr. ____

Projected Level of Service ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

~~Acres~~ 50sq.ft.; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

All materials are available through commercial sources. Waste Disposal will be at sites approved by Clackamas County

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

This project is set at a high priority in the T.S.M. Improvements.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No build option.

Other Descriptive Information or Comments:

Nearby schools generate a considerable amount of pedestrian and vehicle traffic. This proposed signalization will reduce the potential for pedestrian-vehicle conflict.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain at the Price Fuller Rd. Intersection is near level with a slight sloping to the south. The land use is residential. Lawn grasses and landscape shrubbery adjoin the right-of-way with nearby trees. The topography of the Lake Rd.-Harmony Rd. intersection has been altered by placement of embankment materials during construction of OSH 224. The high fill slopes are covered with native grasses and brushy growth. The area is generally in commercial use with single family residences to the east. Lawns and landscaping also adjoin the right-of-way.

2. Cultural: Harmony Rd. and Price Fuller Rd. are County maintained roadways. A grade school and junior high school exist immediately southeast of the project intersection. At the northwest corner of the intersection a converted school building is used as a storage facility for the North Clackamas School District. Harmony Rd. and Lake Rd. are county maintained roadways while International Way is under City of Milwaukie maintenance. The construction of Lake Rd. Interchange on OSH 224 rebuilt the project intersection. At both intersections, utilities have been installed above and below ground to serve the area. Drainage is provided by open ditches and segments of drain tile.

UTILITIES:
Electric - Portland General Electric
Gas - Northwest Natural Gas
Telephone-Pacific Northwest Bell
Water - Clackamas Water District
Sewer - Clackamas County Service District No. 1

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Additional Right-of-way is required for the sidewalk construction behind the curb radius at Price Fuller Rd. and Harmony Rd. project. No significant impact is expected to result from right-of-way acquisition

2. Estimated Impact on Traffic Patterns:

Traffic patterns will not be changed. Traffic flow and safety characteristics will be improved.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects anticipated other than improved safety conditions.

3. Estimated Impact on Land Use:

The Clackamas County Comprehensive Plan will have the governing effects on land use.

Consequences:

None anticipated

4. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified.

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No significant change in air quality. The project is not an Indirect Source.

b. Noise Standards

No significant change. A noise study report may be required.

c. Water Quality Standards

No significant change

d. Area Land Use and Transportation Plans, and Zoning

In compliance with the Clackamas County Comprehensive Plan.

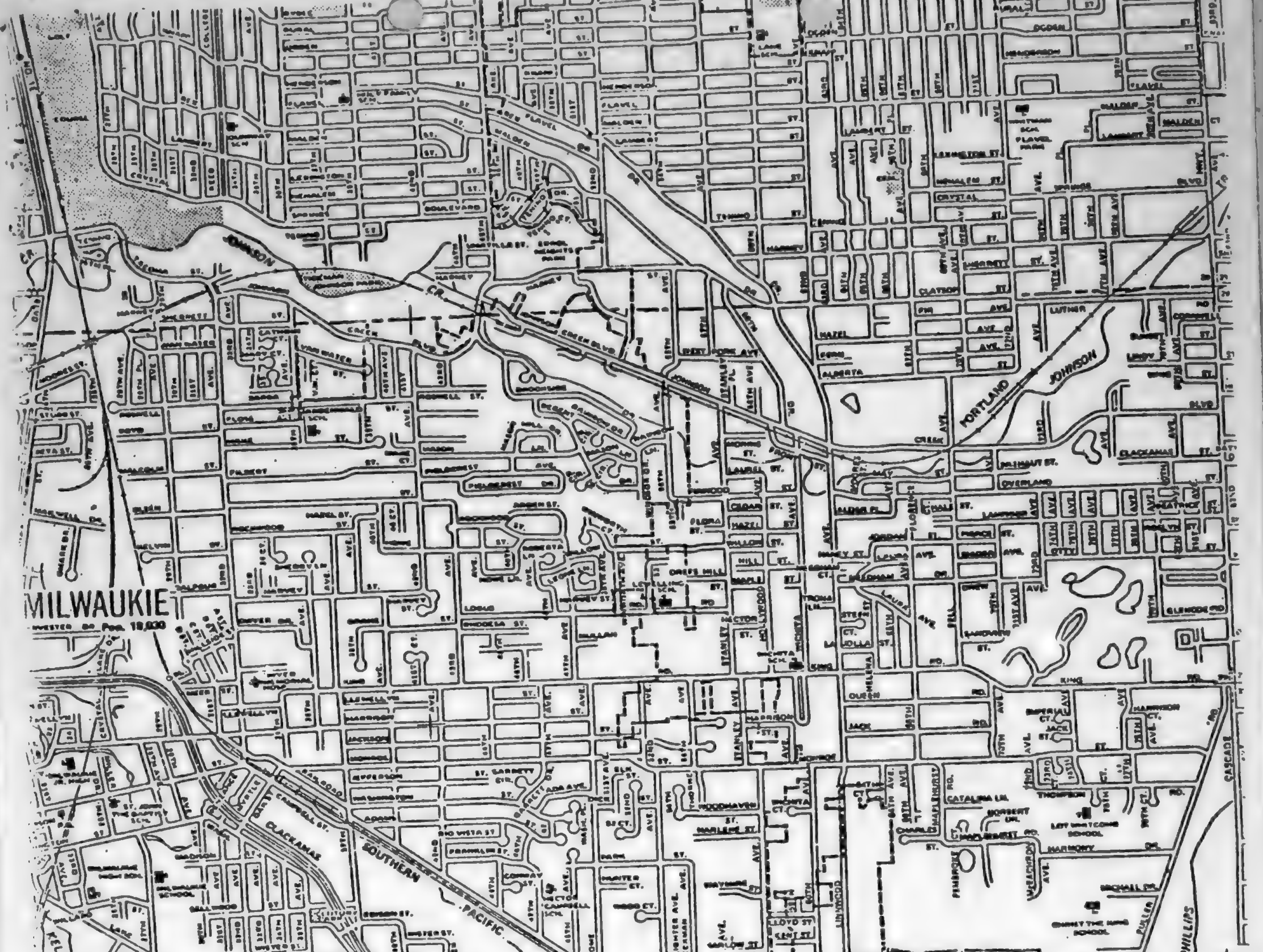
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

No significant adverse impacts to the environment would result from this project.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4


MILWAUKIE
JOHNSON
CR.
JOHNSON
PORTLAND
CLACKAMAS
SOUTHERN
PACIFIC
CO.
RAILROAD
INTERNATIONAL
HWY.
KELLOGG
LAKE
MINTHORN
SPR.
MOUNT
SCOTT
CR.
MT. SCOTT
KELLOGG
CR.
PHILLIPS
CASCADE
224
224
CLACKAMAS
NO. 171

9391

1-2

August 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

cont #7257

		Funds	
Project	Work	Federal	Local
International Way & Price Fuller Road Intersections	PE, ROW, Const.	$207,995	$36,705

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc Metropolitan Service District
bc H. S. Coulter
D. H. Moehring
Bob Bothman
JLG:dmc fn

9391

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES — DEPT.
238-8386 — TELEPHONE

TO: D.E. SWAN
Federal Aid Manager

DATE: August 6, 1979

FROM: EARL MERSHON Earl Mershon
Metro Tech. Svs. Staff Assistant

SUBJECT: International Way/Price Fuller Road Intersections
SE Harmony Road
Clackamas County
Planning File 79-31

copy #9257

On June 29, 1979 we submitted our programming packet for the subject project. At that time the proposed signal at the Price Fuller Road intersection did not meet signal warrants.

Clackamas County has recently submitted additional information regarding existing traffic and expected traffic growth at the Price Fuller Road intersection. Based on that additional information, the Metro Traffic Unit now recommends approval of the request for a traffic signal at Price Fuller Road.

Attached is Tom Schwab's recommendation of the Price Fuller Road signal along with a traffic signal warrant comparison and supporting data. The funding ($244,700) authorized by Larry Rulien on July 25, 1979 was based on the assumption that Clackamas County would be able to establish a warrant for the signal. Therefore, the project funding does not need to be revised.

The environmental assessment as originally submitted covers the installation of the Price Fuller Road signal.

Please enter this revised traffic information into the programming packet for the International Way/Price Fuller Road Intersection project and forward to the appropriate parties.

js

attachments

cc: M.J. Klotz
T.H. Schwab
J.R. Rose
R.R. Cameron

D.E. SWAN

L.E. GEORGE

Done 8-13-79

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
AUG 8 1979
REFERRED TO ______________
FOR ______________
FILE: PM FA LG.

9391

2.

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: July 25, 1979

FROM: for RNLange D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

Clackamas County is requesting a $244,700 project to improve two intersections on Harmony Road. A multi-phase fully-actuated traffic signal with a pedestrian sequence will be installed at International Way and intersection channelization will be provided. Harmony Road and Price Fuller Road will be widened to 40 feet which will provide two travel lanes and a left-turn median at the intersection. Traffic signals will be installed at Price Fuller Road if signal warrants can be met. State will perform the preliminary and construction engineering. The location of the project is indicated on the attached sketch map. In Summary:

cc pef #9257

Jurisdiction	Section	Total Est. Cost	Federal Funds	County Share
Clackamas Co.	International Way/Price Fuller Road, S.E. Harmony Road, FAU 9702	$244,700	$207,995	$36,705

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

7-25 to C. Howard
Orig [illegible] Management

APPROVED BY:

for
State Highway Engineer

Date 7/25/79

GEZ:pf
Attachment
D. E. Swan - Please Program & Update PMS.
cc w/Attachment:

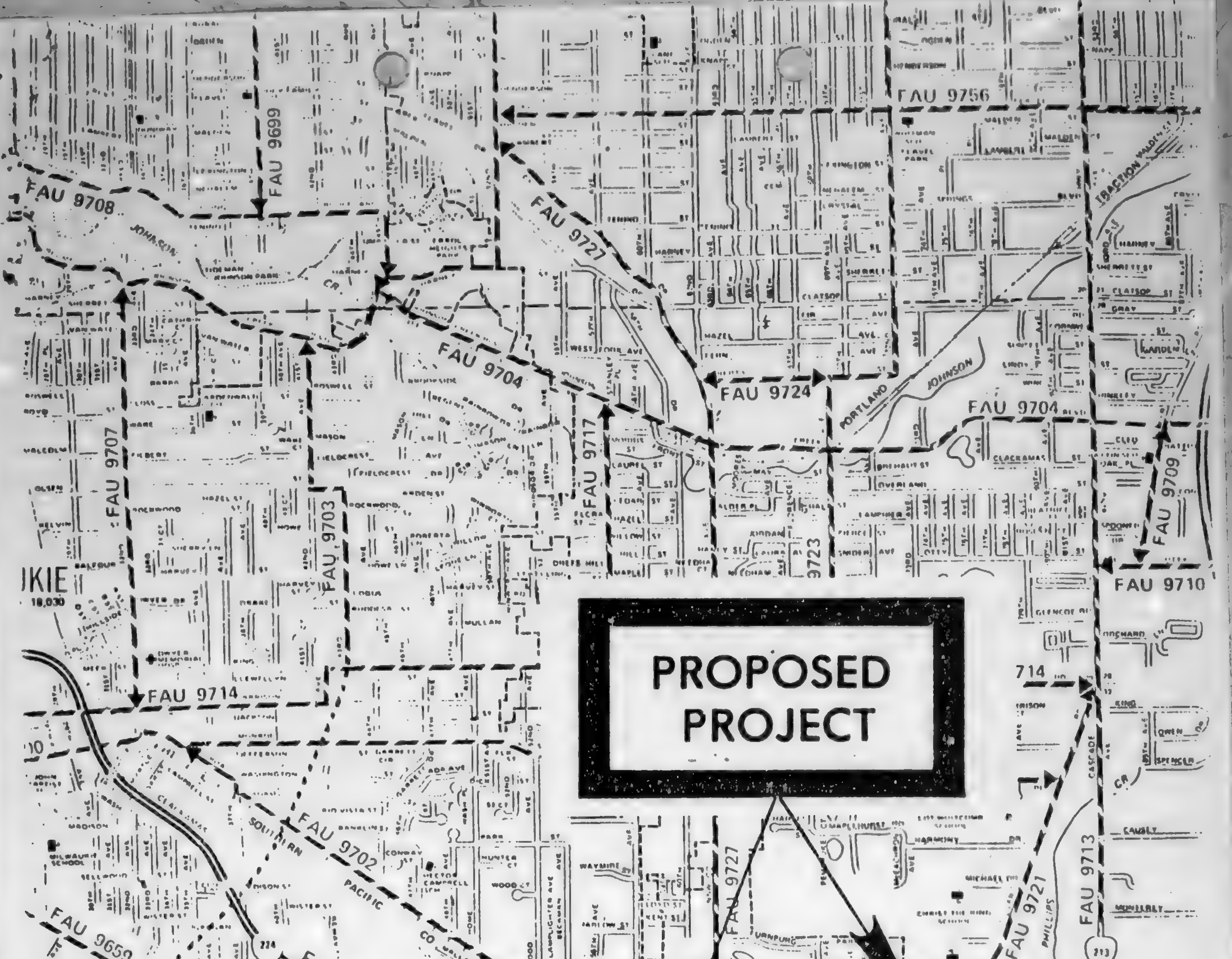
- ✓ F. B. Klaboe
- L. W. Rulien
- E. S. Hunter
- D. H. Moehring
- C. T. Keasey
- R. L. Schroeder
- G. Bell
- J. H. Versteeg
- L. E. George
- C. Potter
- F. E. Terpin
- W. J. Hart
- J. B. Boyd
- R. Trygstad
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- P. Lewellyn
- F. Lowe
- Metro:
  - R. N. Bothman
  - M. Klotz
  - J. Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ LE ☐ FILE ○
JUL 26 1979
REFERRED TO
FOR
FILE: FM FA LG.

RECEIVED
DOT DIRECTOR
JUL 30 '79
REFER TO

FOR						
Info	Invest	R/D	D/R	Sign	Act	File

125-1387


PROPOSED PROJECT
FAU 9756
FAU 9699
FAU 9708
FAU 9727
FAU 9704
FAU 9724
FAU 9707
FAU 9703
FAU 9717
FAU 9723
FAU 9709
FAU 9710
FAU 9714
714
FAU 9702
FAU 9721
FAU 9713
FAU 9659
FAP 74
FAU 9687
FAU 9690
FAU 9665
FAU 9692
FAU 9695
FAU 9698
JOHNSON CR.
PORTLAND
TRACTION
SOUTHERN PACIFIC CO. RAILROAD
INTERNATIONAL WAY
MINTHORN
MOUNT SCOTT
KELLOGG
CLACKAMAS
KIE
224
213

9391

STATE OF OREGON

Metro Technical Services — DEPT.
238-8231 — TELEPHONE

INTEROFFICE MEMO

DATE: June 29, 1979

TO: D. H. MOEHRING
Ass't. State Highway Engineer

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: International Way/Price Fuller Road
Intersections
S.E. Harmony Road (FAU 9702)
Clackamas County
Planning File 79-31

copy #9257

Here is our programming packet on the subject project. Included are:

Two Project Requests
Authority for Survey — To Terpin 7-12-79
Environmental Assessment
Location Prospectus
Agreement Information Sheet
Traffic Signal Warrant Comparison Sheets

This is an e(4) project. It is part of the Gladstone-Milwaukie Sub-Area TSM project listed on page 134 of the FY 79 TIP. The TIP authorized $150,000 federal funds for Gladstone-Milwaukie project in the FY 78 annual element. We have previously requested obligations totaling $94,450 against this amount.

Please program $10,600 at this time for preliminary engineering on the International Way/Price Fuller Road Intersections project.

pq

Attachments

cc F. E. Terpin
Metro Tech. Services Units

7-13-79
cc Program Packet
to Swan.

To Type
7-24-79

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
JUL 10 1979
File: PM FA
TAA ______ LG OP

9391

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

OTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE 6-28-79

PREFIX

IDENTIFICATION

ROJECT NAME: International Way/Price Fuller Road Intersection

IGHWAY NAME: S.E. Harmony Road (FAU 9702)

HIGHWAY NUMBER:

EGION: 1

ADMINISTRATIVE DISTRICT:

COUNTY: Clackamas

CITY:

ENGTH:

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Clackamas County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Harmony Road @ International Way:

Install a multi-phase, fully actuated signal with a pedestrian sequence. Modify approaches and channelize to accommodate the signal.

Harmony Road @ Price Fuller Road:

Widen Harmony Road and Price Fuller Road with curb and sidewalk to 40 ft., with two travel lanes and a left turn refuge. Provide storm drainage.

X copy
X #9257

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH):

DESIGN STANDARDS:

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

See traffic signal warrant comparison sheets.

FEATURES	EXISTIN[illegible]UMBER AND WIDTH	[illegible]OPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS		
MEDIANS	None	Left turn refuge @ Price Fuller Roa
PARKING LANES		
SIDEWALKS	0	Both sides @ Price Fuller Road
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☐	☒
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

FEATURES (cont.)

	YES	NO	MAYBE
greements (City-County Etc.)	☒	☐	☐
vironmental Assessment	☒	☐	☐
tatewide Assessment	☐	☒	☐
egative Declaration	☐	☒	☐
nvironmental Impact Statement	☐	☒	☐
F Statement	☐	☒	☐
itizen Advisory Committee	☐	☒	☐
ublic Hearing	☐	☒	☐
orrow Source	☐	☒	☐
aterial Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☐	☒
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

- WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	(Region)	(Salem)

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

- TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

- PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 10,600	
RIGHT OF WAY	500	
TRAFFIC CONTROL	56,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	109,000	
OTHER		
ENGINEERING & CONTINGENCIES	16,500	
PROJECT TOTAL	$192,600	

SUBMITTED BY ______________________

Project International Way/Price Fuller Road Intersections S.E. Harmony Road

Agency Clackamas County Date 6/25/79

Type of Project Signalization, channelization, widening, sidewalks

Funds SOS [✓ e(4)] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Monitor PE	(X)	( )	( )	( )
Field Survey	( )	(X)	( )	( )
Prepare Environmental Statements	( )	( )	(X)	( )
Review & Process Envir. Statements	( )	(X)	( )	( )
Public Hearings	( )	( )	(X)	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	(X)	( )	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	(X)	( )	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	( )	( )	(X)	( )
Power Consumption	( )	( )	(X)	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

9391 2

Form E-35 (Rev. [illegible])

Planning File No. 79-31

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section International Way/Price Fuller Rd. Intersections

Date June 25, 1979

Highway S.E. Harmony Road (FAU 9702)

Authorization No. 1

County Clackamas

Survey Prefix 203-1913 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot locations at the intersection of Harmony Road and International Way and Harmony Road and Price Fuller Road.

Proposed: Harmony Road at International Way: Install multi-phase, fully actuated signal with pedestrian sequence. Modify approaches and channelize to accommodate signal. At Price Fuller Road: Widen approaches with curb and sidewalk, to a 40-foot roadbed section with two travel lanes and a left turn refuge. Provide drainage.

copy 9257

Purpose of Survey: State to perform field survey, prepare plans, specifications, estimate and complete PS & E

Approved by OTC 7-25-79

IX-9702(3)
11-30-79

e(4) Funding
Category 3NM (Assessment only)
Estimated Construction Cost:

International Way	$67,200
Price Fuller	$125,400

		Estimate of Cost
Field Survey	(901)	5,800
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	100
Soils & Geology	(910)	
Traffic	(911)	2,000
Landscape	(912)	
Liaison R/W	(913)	200
Utility	(914)	400
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Administrative Services	(922)	100

Total estimated cost of survey	$10,600
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K.D. LIMBOCKER, Metro Location-Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

H

IX-9702(-)

SP*23604-731

9391

STATE OF OREGON

INTEROFFICE MEMO

METRO TECHNICAL SERVICES 238-7502
DEPT. TELEPHONE

DATE: May 29, 1979

TO: MAX J. KLOTZ
Metro Technical Services Engineer

FROM: THOMAS H. SCHWAB
Transportation Analysis Engineer

SUBJECT: School Crossing Signal
Harmony Rd. @ Price Fuller Rd.
Clackamas County

We have completed our field investigation of the subject intersection to determine the need for a school crossing signal. This investigation shows that the pedestrian movement at this location does not meet the warrant for a school crossing signal.

It is recommended that the request from Clackamas County for a school crossing signal be denied.

js

C.C: Earl Mershon

STATE OF OREGON

METRO TECHNICAL SERVICES 238-8249
DEPT. TELEPHONE

INTEROFFICE MEMO

DATE: May 24, 1979

TO: THOMAS H. SCHWAB
Transportation Analysis Engineer

FROM: DENNIS L. PETERSON DLP
Metro Traffic Engineer

SUBJECT: School Crossing Signal
Harmony Rd. @ Fuller Rd.
Clackamas County

Per your request, investigation has been made of the need for school crossing control at the subject location. This is a "T" type intersection with one painted crosswalk across Harmony Rd. on the east side of Fuller Rd., the stem of the "T".

The crosswalk extended leads to a gate in a fence enclosing the playground area of the Harmony Grade School. At dismissal time, the youngsters using this crosswalk are escorted and protected by a schoolboy patrol.

The traveled portion of the pavement on Harmony Rd. is 21 feet. Adjacent paved shoulders make the total crossing width from 34 to 36 feet. This latter width was used in the formula because it represents the "worst" condition.

As shown on the attached Pedestrian Group, Delay and Need forms, additional control is not warranted. It is therefore recommended that the request from Clackamas County for a pedestrian signal at this location be denied.

DLP:js

PEDESTRIAN GROUP SIZE STUDY

udy Date 5/22/79 T[illegible] From 2:15PM to 3:15P[illegible] ocation Harmony Rd. @ Fuller

osswalk Across Harmony Rd. *Paved Roadway ~~Curb to Curb~~ Distance 36' Clackamas County

st[illegible] speed 40 MPH Investigator D. Peterson

roup size	Number of Rows (N)	Number of Groups Tally	TOTAL	Cumulative	Computations
or Less	1	III	3	3	1st Child arrived 2:36 PM
10	2	I	1	4	
1-15	3				Last child 3:06 PM
16-20	4				
21-25	5				
26-30	6				
31-35	7				* Includes paved shoulders. Traveled width = 21'.
36-40	8				
41-45	9				
46-50	10				
		Total Number of Groups	4	X .85 = 3.4	(N) = 2

TABLE OF ADEQUATE GAP TIMES
(in seconds)

[illegible] Width - "W"	Number of Rows - "N" 1	2	3	4	5	6	7	8	9	10
16 - 19	8	10	12	14	16	18	20	22	24	26
20 - 22	9	11	13	15	17	19	21	23	25	27
23 - 26	10	12	14	16	18	20	22	24	26	28
[illegible] 29	11	13	15	17	19	21	23	25	27	29
30 - 33	12	14	16	18	20	22	24	26	28	30
34 - 36	13	15	17	19	21	23	25	27	29	31
37 - 40	14	16	18	20	22	24	26	28	30	32
41 - 43	15	17	19	21	23	25	27	29	31	33
44 - 47	16	18	20	22	24	26	28	30	32	34
48 - 50	17	19	21	23	25	27	29	31	33	35
51 - 54	18	20	22	24	26	28	30	32	34	36
55 - 57	19	21	23	25	27	29	31	33	35	37

PEDESTRIAN DELAY TIME STUDY

dy Date 5/23/79 Loc[illegible]n Harmony Rd. @ Fuller [illegible]rosswalk across Harmony Rd.

of Survey (to nearest minute) 3:15 PM

rt of Survey (to nearest minute) 2:15 PM

OTAL Survey Time (Minutes) 60

Number of rows - "N" 2

Roadway width - "W" 36'

Adequate gap time - "G" 15"

Gap Size Seconds)	Number of Gaps Tally	TOTAL	Multiply Col. 1 X Col. 3
8			
9			
10	𝍸 𝍸 |		
11	𝍸 ||		
12	𝍸 𝍸		
13	𝍸 ||||		
14	𝍸 ||||		
15	𝍸	5	75
16	|||	3	48
17	|	1	17
18	|||	3	54
19	|||	3	57
20	|||	3	60
21	||	2	42
22	|||	3	66
[illegible]	|	1	23
24	|||	3	72
25	|||	3	75
26	||	2	52
27	||	2	54
28	|	1	28
29	|	1	29
30			
31	|	1	31
32	||	2	64
33	|	1	33
34	|	1	34
35			
36			
37	|	1	37
38			
39			
40			
41	|	1	41
42			
43			
44			
45			
er 45 ist [illegible]ach gap)	58"		58
(Total of all gaps equal or greater than "G"			1050 sec's.

Computations

T = Total Survey time X 60

T = 60 X 60

T = 3600 sec'

$D = \frac{(T-t)}{(T)} 100$

D = (   ) 100

D =

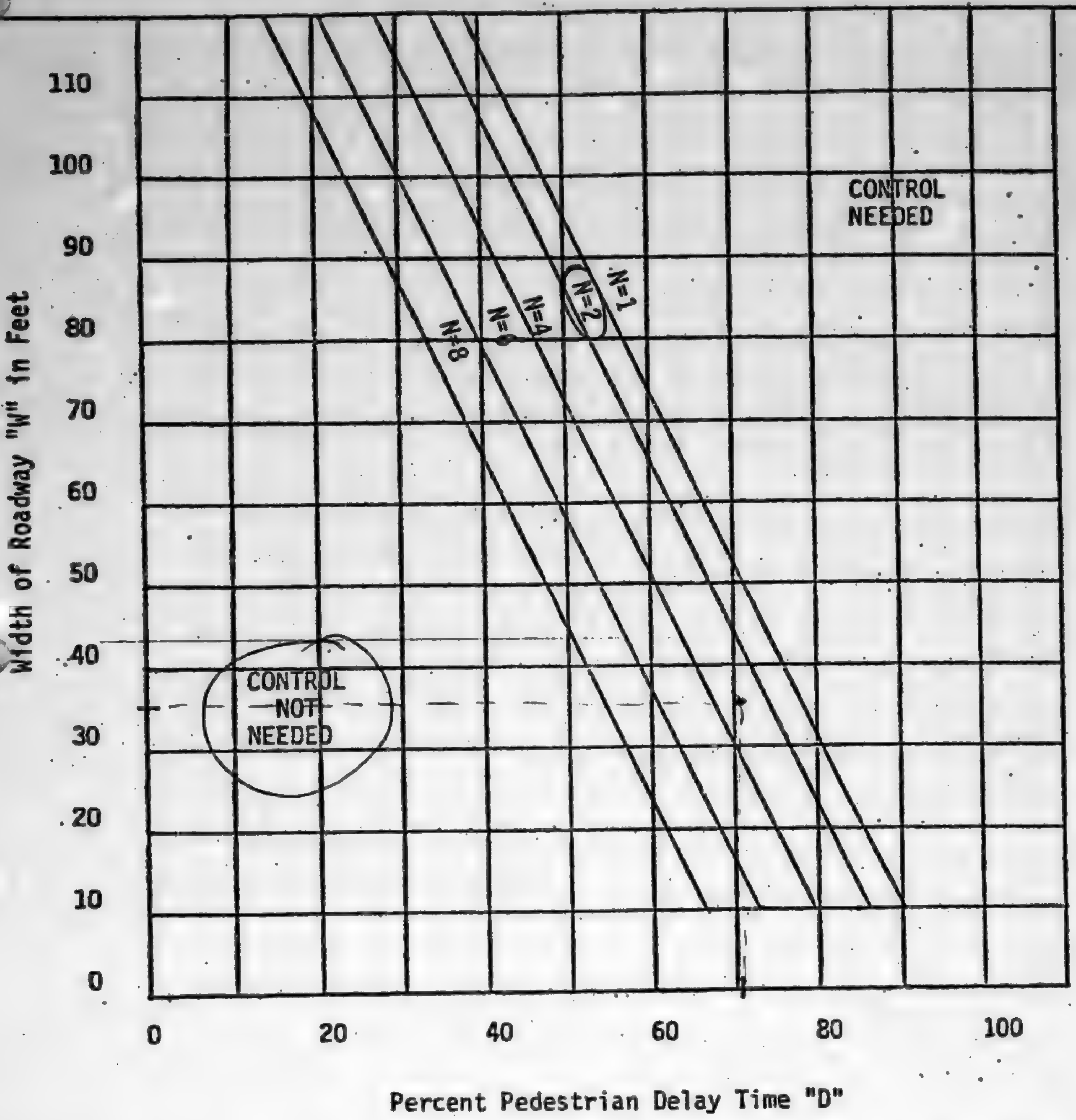
$\left(\frac{3600-1050}{3600}\right) 100$

D = 70.8

D = 70.8 %

DETERMINATION OF NEED FOR TRAFFIC CONTROL AT SCHOOL CROSSINGS

Straight Line Curves for Maximum Values of D_a



Equation for Max. Allowable Pedestrian Delay

$$D_a = \left[1 - \frac{\frac{W}{3.5} + 3 + (N-1)2}{C} \right] 100$$

Where:
D_a = Max. allowable pedestrian delay (sec.)
W = Width of roadway (ft.)
N = Number of rows of children (5 per row)
2 = Time interval between rows of children

Equation for Percent Pedestrian Delay
(For use with field data)

$$D = \left\{ \frac{T-t}{T} \right\} 100$$

Where:
D = Percent pedestrian delay
T = Total survey time

t = Total adequate gap time

Use of Graph: If the intersect of the "D"valu & street width "W" is a point to the right of appropriate pedestrian group "N", then control

PEDESTRIAN GROUP SIZE STUDY

udy Date 5/22/79 T[illegible] From 2:15PM to 3:15P[illegible]ocation Harmony Rd. @ Fuller R
* Paved Roadway , Clackamas County
rosswalk Across Harmony Rd. ~~Curb to Curb~~ Distance 36'
st[illegible] speed 40 MPH Investigator D. Peterson

oup size	Number of Rows (N)	Number of Groups Tally	TOTAL	Cumulative	Computations
or Less	1	III	3	3	1st Child arrived 2:36 PM
-10	2	I	1	4	
1-15	3				Last child 3:06 PM
16-20	4				
21-25	5				
26-30	6				
31-35	7				* Includes paved shoulders. Travel width = 21'
36-40	8				
41-45	9				
46-50	10				
		Total Number of Groups	4	X .85 = 3.4	(N) = 2

TABLE OF ADEQUATE GAP TIMES
(in seconds)

Curb Width - "W"	Number of Rows - "N"									
	1	2	3	4	5	6	7	8	9	10
16 - 19	8	10	12	14	16	18	20	22	24	26
20 - 22	9	11	13	15	17	19	21	23	25	27
23 - 26	10	12	14	16	18	20	22	24	26	28
2[illegible]9	11	13	15	17	19	21	23	25	27	29
30 - 33	12	14	16	18	20	22	24	26	28	30
34 - 36	13	15	17	19	21	23	25	27	29	31
37 - 40	14	16	18	20	22	24	26	28	30	32
41 - 43	15	17	19	21	23	25	27	29	31	33
44 - 47	16	18	20	22	24	26	28	30	32	34
48 - 50	17	19	21	23	25	27	29	31	33	35
51 - 54	18	20	22	24	26	28	30	32	34	36
55 - 57	19	21	23	25	27	29	31	33	35	37

PEDESTRIAN DELAY TIME STUDY

dy Date 5/23/79 Location Harmony Rd.@ Fuller Pl Crosswalk across Harmony Rd.

of Survey (to nearest minute) 3:15 PM

ert of Survey (to nearest minute) 2:15 PM

TOTAL Survey Time (Minutes) 60

Number of rows - "N" 2

Roadway width - "W" 36'

Adequate gap time - "G" 15"

Gap Size (Seconds)	Number of Gaps Tally	TOTAL	Multiply Col. 1 X Col. 3
8			
9			
10	𝍸 𝍸 |		
11	𝍸 ||		
12	𝍸 𝍸		
13	𝍸 ||||		
14	𝍸 ||||		
15	𝍸	5	75
16	|||	3	48
17	|	1	17
18	|||	3	54
19	|||	3	57
20	|||	3	60
21	||	2	42
22	|||	3	66
23	|	1	23
[illegible]	|||	3	72
25	|||	3	75
26	||	2	52
27	||	2	54
28	|	1	28
29	|	1	29
30			
31	|	1	31
32	||	2	64
33	|	1	33
34	|	1	34
35			
36			
37	|	1	37
38			
39			
40			
41	|	1	41
42			
43			
44			
45			
er 45 ist each gap)	58"		58
(Total of all gaps equal or greater than "G"			1050 sec's.

Computations

T = Total Survey time X 60

T = 60 X 60

T = 3600 sec'

$$D = \frac{(T-t)}{(T)} 100$$

D = ( ) 100

$$D = \left(\frac{3600-1050}{3600}\right) 100$$

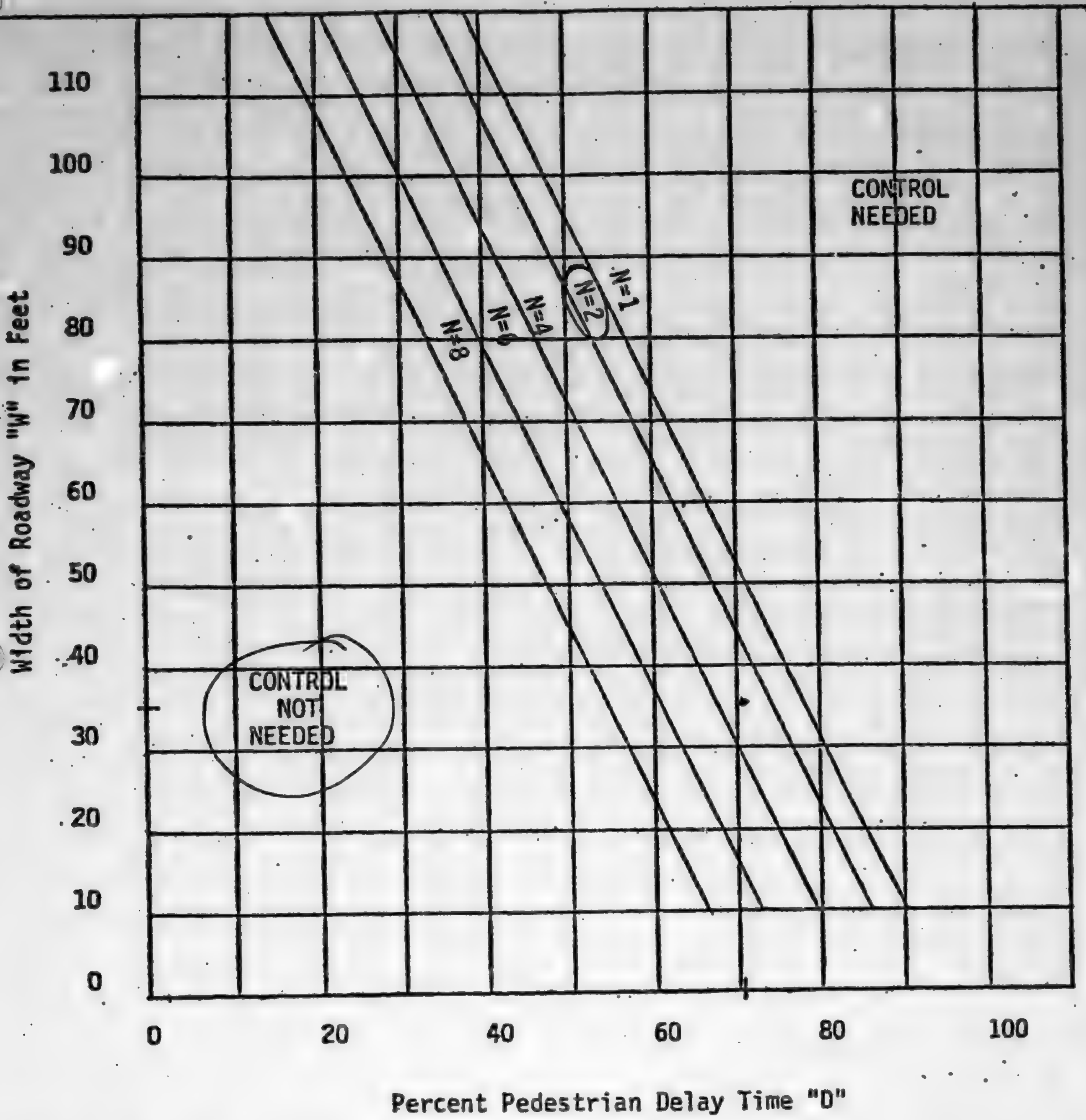
D= 70.8

D = 70.8 %

Investigator D Peterson

DETERMINATION OF NEED FOR TRAFFIC CONTROL AT SCHOOL CROSSINGS

Straight Line Curves for Maximum Values of D_a



Equation for Max. Allowable Pedestrian Delay

$$D_a = \left[1 - \frac{\frac{W}{3.5} + 3 + (N-1)2}{C} \right] 100$$

Where:

D_a = Max. allowable pedestrian delay (sec.)

W = Width of roadway (ft.)

N = Number of rows of children (5 per row)

2 = Time interval between rows of children

Equation for Percent Pedestrian Delay (For use with field data)

$$D = \left\{ \frac{T-t}{T} \right\} 100$$

Where:

D = Percent pedestrian delay

T = Total survey time

t = Total adequate gap time

Use of Graph: If the intersect of the "D"valu & street width "W" is a point to the right of appropriate pedestrian group "N", then control

9391

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-7502
DEPT. TELEPHONE

TO: MAX J. KLOTZ
Metro Technical Services Engineer

DATE: May 29, 1979

FROM: THOMAS H. SCHWAB
Transportation Analysis Engineer

SUBJECT: School Crossing Signal
Harmony Rd. @ Price Fuller Rd.
Clackamas County

We have completed our field investigation of the subject intersection to determine the need for a school crossing signal. This investigation shows that the pedestrian movement at this location does not meet the warrant for a school crossing signal.

It is recommended that the request from Clackamas County for a school crossing signal be denied.

js

C.C. Earl Mershon

Tom — Do you have a copy of the schools request?
Max

part of Clackamas County's TSM package

cc: Rob Cameron, Earl Mershon — we cannot include this signal in the TSM projects.

9391

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Harmony Rd. @ International Way & Harmony Rd. @ Price Fuller Rd.

Date May 15, 1979

Unit (if appl)

County Clackamas

City

copy #9257

Highway Harmony Rd. #22029 (FAU 9702)

State Hwy. No.

Termini: M.P.(if appl)

Length

Region I - Metro

Construction Estimate $244,700 Program Amount

B. Purpose of Project: To improve transportation safety and vehicle flow conditions upgrading the existing roadway approaches and providing a multi-phase signal. Pedestrian crossings and transit bus loading will be imoroved by the proposed sidewalks and pedestrian crossing signals incorporated into the intersection improvement.

C. Origin & History of Project: Harmony Road and Lake Road are intersecting county arterial roadways. A mile east of this intersection, Harmony Rd. intersects the south terminus of Price Fuller Rd. which is a county collector. The need for safety improvement is recognized to meet traffic demand and reduce the potential of pedestrian and vehicle conflict. This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

D. General Description of Project: Widen and upgrade the existing roadway approaches with curb and sidewalks. Install a multi-phase, fully actuated signal with pedestrian sequence and provide local drainage at the Price Fuller Road intersection. Installation of a multi-phase, fully actuated, traffic signal with pedestrian sequence at the Lake Road intersection.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. None ; Shldrs. None; Parking _____

Proposed: No. Lanes 2 ; Med. None ; Shldrs. None; Parking Restricted

Traffic: Existing Facility: Existing ADT 7,175 6/77 Price Fuller Rd.
10,847 7/77 Int'l Way ; Projected ADT _____ ; Yr. _____

Existing Level of Service _____

Proposed Facility: Projected ADT _____ ; Yr. _____

Projected Level of Service _____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

~~Acres~~ 50sq.ft.; Type of Relocation Req.__________; No.______

Materials Source, Borrow, Waste Disposal Requirements, if any:

All materials are available through commercial sources. Waste Disposal will be at sites approved by Clackamas County

Type of Structure(s): N/A

Brief Description of River or Stream and Type of Involvement, if any: N/A

Local City, County or COG priorities of project:

This project is set at a high priority in the T.S.M. Improvements.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No build option.

Other Descriptive Information or Comments:

Nearby schools generate a considerable amount of pedestrian and vehicle traffic. This proposed signalization will reduce the potential for pedestrian vehicle conflict.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The terrain at the Price Fuller Rd. Intersection is near level with a slight sloping to the south. The land use is residential. Lawn grasses and landscape shrubbery adjoin the right-of-way with nearby trees. The topography of the Lake Rd.-Harmony Rd. intersection has been altered by placement of embankment materials during construction of OSH 224. The high fill slopes are covered with native grasses and brushy growth. The area is generally in commercial use with single family residences to the east. Lawns and landscaping also adjoin the right-of-way.

2. Cultural: Harmony Rd. and Price Fuller Rd. are County maintained roadways. A grade school and junior high school exist immediately southeast of the project intersection. At the northwest corner of the intersection a converted school builing is used as a storage facility for the North Clackamas School District. Harmony Rd. and Lake Rd. are county maintained roadways while International Way is under City of Milwaukie maintenance. The construction of Lake Rd. Interchange on OSH 224 rebuilt the project intersection. At both intersections, utilities have been installed above and below ground to serve the area. Drainage is provided by open ditches and segments of drain tile.

UTILITIES:
Electric - Portland General Electric
Gas - Northwest Natural Gas
Telephone-Pacific Northwest Bell
Water - Clackamas Water District
Sewer - Clackamas County Service District No. 1

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Additional Right-of-way is required for the sidewalk construction behind the curb radius. at Price Fuller Rd. and Harmony Rd. project. No significant impact is expected to result from right-of-way acquisition

2. Estimated Impact on Traffic Patterns:

Traffic patterns will not be changed. Traffic flow and safety characteristics will be improved.

Consequences--Air Quality, Noise, Safety, etc.:

No significant effects anticipated other than improved safety conditions.

3. Estimated Impact on Land Use:

The Clackamas County Comprehensive Plan will have the governing effects on land use.

Consequences:

None anticipated

4. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None anticipated

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified.

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No significant change in air quality. The project is not an Indirect Source.

b. Noise Standards

No significant change.

c. Water Quality Standards

No significant change

d. Area Land Use and Transportation Plans, and Zoning

In compliance with the Clackamas County Comprehensive Plan.

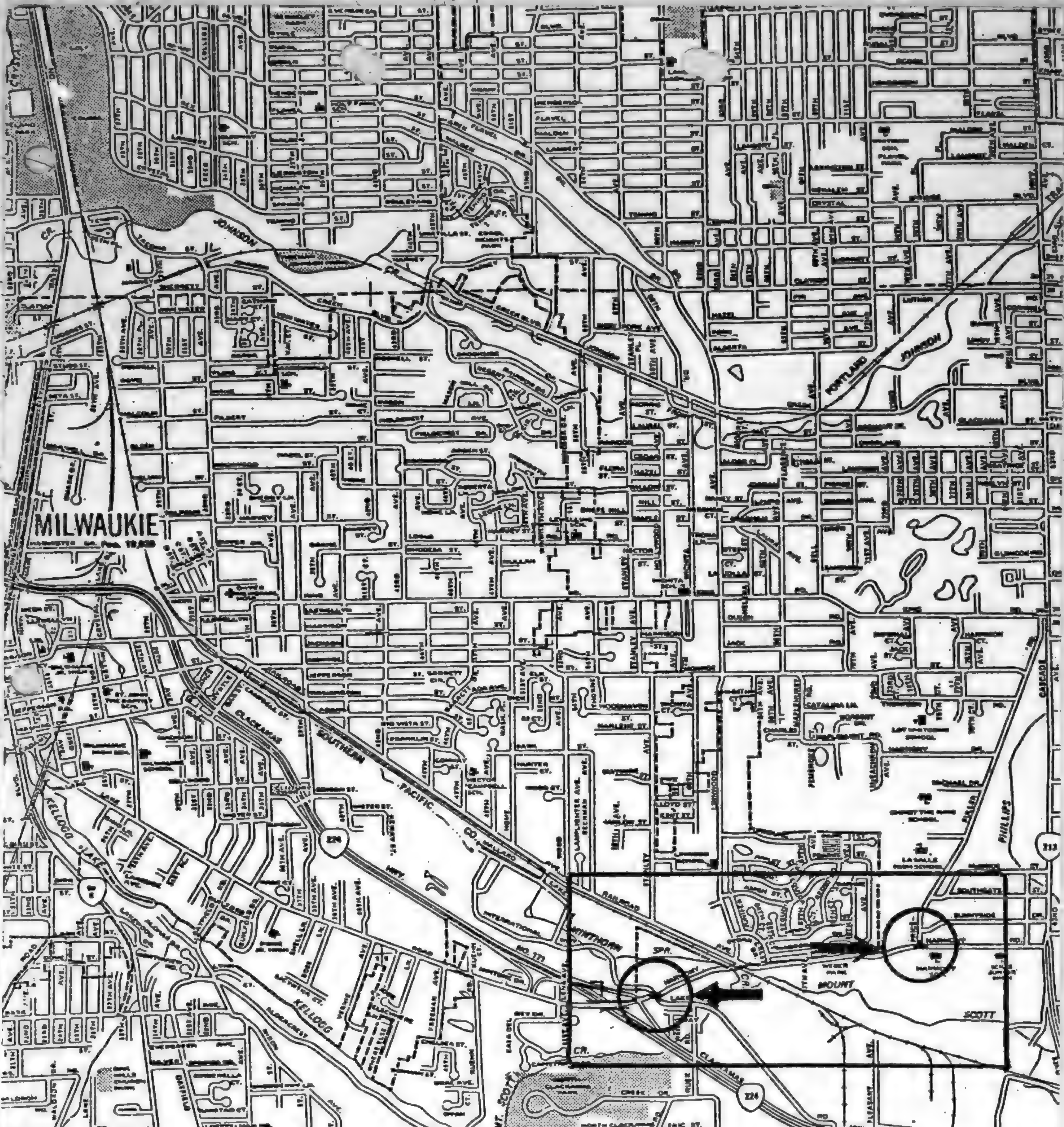
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

No significant adverse impacts to the environment would result from this project.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


MILWAUKIE
JOHNSON CR.
SOUTHERN PACIFIC CO.
RAILROAD
CLACKAMAS HWY.
224
NO. 171
KELLOGG
KELLOGG CR.
MT. SCOTT CR.
MOUNT SCOTT
PORTLAND
PHILLIPS
212
CLACKAMAS
LAKE RD.
INTERNATIONAL WAY
OAK GROVE

9391

5-4-79

INTERNATIONAL WAY AND PRICE-FULLER INTERSECTIONS

At S.E. Harmony Road
Clackamas County

Attached are the traffic signal warrant comparison sheets for the subject intersections.

copy #9257

The intersection of Harmony Road and International Way meets traffic signal warrants for both Minimum Vehicular Volume and Interruption of Continuous Traffic. The warrant calculations are based on a manual count taken January 1979 at this intersection.

Traffic signal warrants were calculated for the intersection of Price-Fuller and Harmony Road based on a manual count taken May 1978. No warrant can be established for this intersection. It is recommended that a traffic signal not be included in the project request, however, left turn channelization should be retained.

Tom Schwab

TOM SCHWAB
Trans. Analysis Engineer

May 4, 1979

9391

FEDERAL AID PROJECT REQUEST

Date April 9, 1979

Applicant Agency Clackamas County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project e(4)

Federal Aid Route No. FAU 9702 Route Name Harmony Road (#22029)

Project Name Harmony Road at Price Fuller Road Intersection - - Signal and Widening

Project Length ____ Project Location (Attach sketch map)

Project Description Widen Harmony Road and Price Fuller Road with curb and sidewalk to 40 ft. allowing two travel lanes and a left turn refuge. Provide local storm drainage. ~~and install a multi-phase, fully-actuated traffic signal with pedestrian sequence~~.

ECM. 6-28-79.

Average Daily Traffic
Harmony Road 7,175 6/77
Price Fuller Road 2,455 11/77

Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width both 22ft. Travel Lanes 2 Shoulders Harmony Road 4ft. Price Fuller Road 5ft.

Medians None Parking ____

Sidewalks None

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width both 40ft. Travel Lanes 2 w/left turn Shoulders None

Medians None Parking Restricted

Curbed All approaches 150 feet Length Curb Radii 25ft. with mounting ramps

Sidewalk/Bikeway 5ft. sidewalk behind the curb with asphalt taper to meet XXXXXXX the improved pedestrian shoulders.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width both 60ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No No

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks Additional right-of-way is required for the sidewalk construction behind the curb radius.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location Harmony Road at Price Fuller Road

Type Fully-actuated - solid state
Phases 3
Type of Suspension Span Wire
Interconnected No
Remarks Pedestrian sequence

3. **Permanent Signing:**

Include in project or by applicant? In Project

4. **Permanent Striping:**

Include in project or by applicant? In Project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location None
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad ______

Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	BERNARD L. STRAIGHT - Traffic Engineer Office
2. Environmental	BERNARD L. STRAIGHT - Traffic Engineer Office
3. Public Hearing	BERNARD L. STRAIGHT - Traffic Engineer Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~66,000.00~~ 109,000.
Right-of-way costs (if participating)	500.00
Traffic control	~~42,000.00~~ 48,000.
Illumination	
Structures	
Railroad	
Other Contingency	15,000.00
Preliminary engineering	~~15,000.00~~ 5,000
PROJECT TOTAL	$ ~~130,500.00~~ 177,500 *

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

* Recon estimate by R.R. Cameron. Elimination of the traffic signal will reduce this amount to $125,400. ECM. 5-11-79.

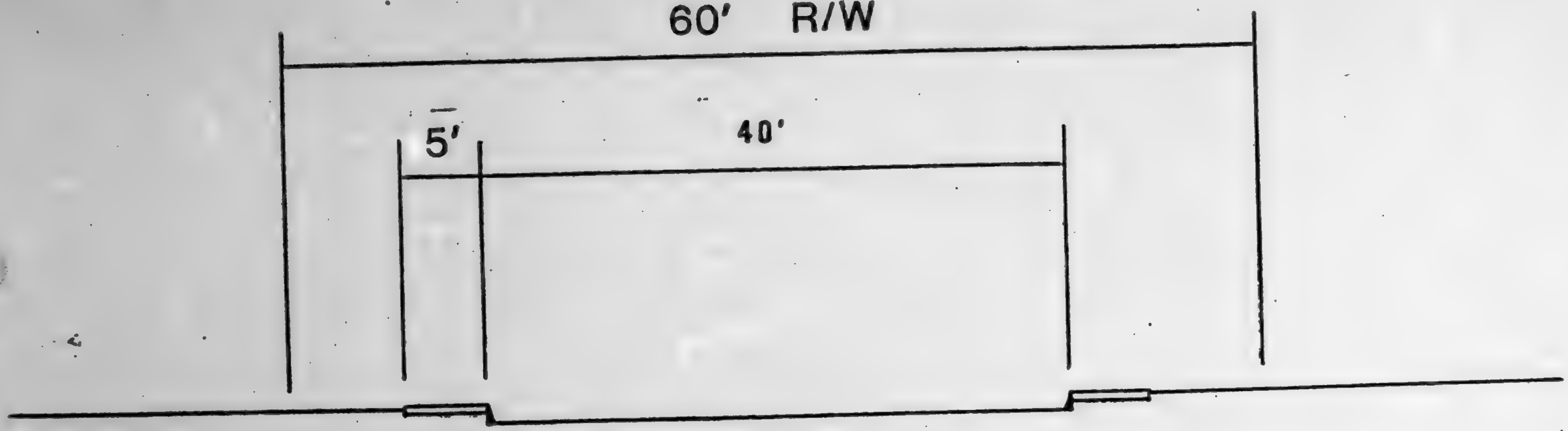
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or CLACKAMAS COUNTY

By__________ By Ralph Groener

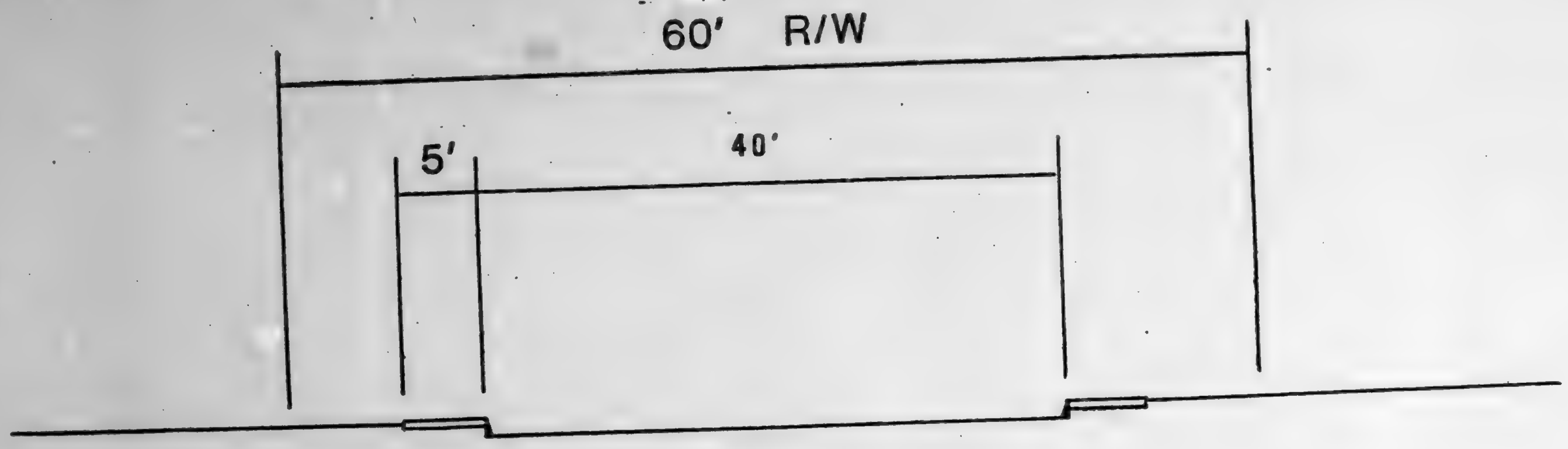
By__________ By

By



PROPOSED SECTION

HARMONY ROAD



PROPOSED SECTION

PRICE FULLER ROAD

Form E-39 (Rev. 9-71)

Planning File No. 79-31

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section International Way/Price Fuller Rd. Intersections

Date June 25, 1979

Highway S.E. Harmony Road (FAU 9702)

Authorization No. 1

County Clackamas

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: Spot locations at the intersection of Harmony Road and International Way and Harmony Road and Price Fuller Road.

Proposed: Harmony Road at International Way: Install multi-phase, fully actuated signal with pedestrian sequence. Modify approaches and channelize to accommodate signal. At Price Fuller Road: Widen approaches with curb and sidewalk, to a 40-foot roadbed section with two travel lanes and a left turn refuge. Provide drainage.

Purpose of Survey: State to perform field survey, prepare plans, specifications, estimate and complete PS & E

e(4) Funding
Category 3NM (Assessment only)
Estimated Construction Cost:

International Way	$67,200
Price Fuller	$125,400

		Estimate of Cost
Field Survey	(901)	6,100
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	2,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	400
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,000
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Administrative Services	(922)	100

Total estimated cost of survey	$10,600
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K.D. LIMBOCKER, Metro Location-Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23004-734

1981 Rogue Valley Hwy. @ Valley 9392
View Rd. Sec. in Talent.
(Traffic Signal Installation)

#11 9392

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

8-2-83

REGION NO. 10	REPORT NO. 2	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 8/2/83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-37(6)
COMPLETION DATE 6/30/82	ACCEPTANCE DATE BY CONTRACT AGENCY 1/11/83	TIME ELAPSED 113 %	CONTRACT TIME 226 c.d.
APPROVED EXTENSIONS 9½ c.d.	LOCATION SR 99 at Valley View Road in City of Talent		

*~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
AUG 4 '83
REFER TO Constr.
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy 8/4

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROGUE VALLEY HIGHWAY AT VALLEY VIEW ROAD
ROGUE VALLEY HIGHWAY
Signal

This project provided for the installation of a mult-phase traffic signal along with other incidental work common to this type of project. A contract in the bid amount of $39,539.96 was awarded Joseph Garfus, DBA Schoolhouse R. Electric, Ashland, Oregon on 10/28/81. Work began on 1/28/82 and was completed in reasonable close conformance with the plans and specifications, including approved changes, on 6/30/82 at a final cost of $60,809.48 which includes $39,232.31 for bid item work, $2,039.08 for work performed under approved price agreements, $572.56 for force account work, $6,038.03 for State force work, $14,000 for construction engineering and a credit of $1,072.50 for liquidated damages covering overrun of 16.5 days in contract time.

After the project began the State determined that programmed heads were more suitable than the standard heads called for on the plans. The programmed heads were purchased and furnished to the contractor under SFO #6 approved 2/8/83 in the amount of $3,035. However; headquarters charges of approximately $4,000 covering administrative costs of making the change, was charged against the engineering prefix. This charge along with the fact that the contractor was relatively new to State construction procedures and required considerable additional on-site inspection and quality control accounts for the overrun in engineering costs. There was no significant overruns or underruns.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8/2/83	TITLE Field Operations Engineer	DATE 8/2/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

r11 9392

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-28-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-37(6) 6

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00118

2A. COUNTY NAME Jackson

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/10/83

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Primary 63

10. GENERAL LOCATION:
Rogue Valley Hwy. at Valley View Road

11. GENERAL DESCRIPTION OF WORK
Credit to Project.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 3/16/83 this will confirm the advance approval date of 3/10/83 to credit the subject project for transfer of four signal heads to OSHD Maintenance shops at a TEC of $1,804 Federal Funds $1,624. (SFO #7)

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act

Orig to 4/4

14. DATE 3/28/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

r11 93971

B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-28-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-37(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00118

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/8/83

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Primary 63

10. GENERAL LOCATION:
Rogue Valley Hwy. at Valley View Road

11. GENERAL DESCRIPTION OF WORK
Furnish programmed traffic signal heads

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/8/83 as requested in Mr. Keasey's letter of 3/16/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $3,035 Federal Funds $2,732.

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Ack | File

Orig to
4/4

14. DATE 3/28/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Haesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9392

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CORRECTED COPY

AGENDA
FEB 14 1983

1A-8 (a)

Reply Refer to
le No.: CON

DATE: February 9, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rogue Valley Hwy. @ Valley View Road (Talent) Section
Rogue Valley Highway, Jackson County
Contract No. 9392

This federal-aid traffic signal installation project was completed on June 30, 1982 and the final costs exceeded the project authorization by $10,628.39 or 21.7 percent.

Additional cost of more than $6,000 was incurred to effect a change from standard signal heads to programmed signal heads. This change was at request of the Traffic Section and was made after the standard heads had been installed.

There were several other minor deviations from planned quantities, but the other primary item contributing to the overrun was the construction engineering which overran by $5,600 or 131 percent. A major portion of the additional engineering expense was incurred because the contract work extended beyond the time limit established for its completion. The remainder was due to an extrordinary amount of time and work required of the field office personnel because the contractor performing the work was relatively new to state construction and so was not familiar with our requirements. The bid amount was some 35 percent below the engineer's estimate and this fact exacerbated the overrun by providing a lesser amount of engineering funds in the original authorization.

There are sufficient funds available in the category of work and all the increase except $2,600 is eligible for federal participation.

I recommend that the authorization be increased by $10,628.39 to a new total of $59,600.00. This matter will be on the consent calendar for the February meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. H. Maude

George Bell

Form 734-3122

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: February 9, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Rogue Valley Hwy. @ Valley View Road (Talent) Section
Rogue Valley Highway, Jackson County
Contract No. 9392

This federal-aid traffic signal installation project was completed on June 30, 1982 and the final costs exceeded the project authorization by $10,628.39 or 21.7 percent.

Additional cost of more than $6,000 was incurred to effect a change from standard signal heads to programmed signal heads. This change was at request of the Traffic Section and was made after the standard heads had been installed.

There were several other minor deviations from planned quantities, but the other primary item contributing to the overrun was the construction engineering which overran by $5,600 or 131 percent. A major portion of the additional engineering expense was incurred because the contract work extended beyond the time limit established for its completion. The remainder was due to an extraordinary amount of time and work required of the field office personnel because the contractor performing the work was relatively new to state construction and so was not familiar with our requirements. The bid amount was some 35 percent below the engineer's estimate and this fact exacerbated the overrun by providing a lesser amount of engineering funds in the original authorization.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $10,628.39. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix
William Maude
R. D. Church
D. E. Swan

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

AGENDA
FEB 14 1983
1A
CON

DATE: February 3, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Rogue Valley Hwy. @ Valley View Road (Talent) Section
Rogue Valley Highway, Jackson County
Contract No. 9392

This federal-aid traffic signal installation project was completed on June 30, 1982 and the final costs exceeded the project authorization by $10,628.39 or 21.7 percent.

Additional cost of $2,109 was incurred to effect a change from standard signal heads to programmed signal heads. This change was at request of the Traffic Section and was made after the standard heads had been installed.

There were several other minor deviations from planned quantities, but the largest item contributing to the overrun was the construction engineering which overran by $9,600 or 225 percent. This was due to several causes. Some $4,000 of this amount was incurred in connection with the change in signal heads mentioned above. The remainder was due to an extraordinary amount of time and work required of the field office personnel because the contractor performing the work was relatively new to state construction and so was not familiar with our requirements. The bid amount was some 35 percent below the engineer's estimate and this fact exacerbated the overrun by providing a lesser amount of engineering funds in the original authorization.

There are sufficient funds available in the category of work and all the increase except $7,202 is eligible for federal participation.

I recommend that the authorization be increased by $10,628.39 to a new total of $59,600.00. This matter will be on the consent calendar for the February meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. H. Maude
George Bell

Form 734-3123

9392 2-1-83 file D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Ross Bros. Const., Inc. No. 9041	Sager Cr. Br. & Kale Cr. Culvert Clatsop County	Jan. 3, 1983
Cascade Const. Co., Inc. No. 9062	NE Col. Blvd.-NE Weidler St. (Unit 1) Multnomah County	Jan. 3, 1983
COMCO Const. Ore. Ltd. dba Salem Road & Driveway Co. No. 9436	Church Road-Pac. Hwy. West Polk County	Jan. 4, 1983
J. C. Compton Co. No. 9241	Elgin-Minam River Road Union County	Jan. 4, 1983
C.W. McCallum Const. Co. No. 9347	Southbound On Ramp @ Beaverton/Hillsdale Hwy. Washington County	Jan. 4, 1983
The Kaspac Corp. dba Kaspac Industries No. 9382	Jackson County Pavement Marking Project Jackson County	Jan. 4, 1983
East County Electric Co., Inc. No. 9450	Pac. Hwy. W. @ 12th St. (McMinnville) Yamhill County	Jan. 4, 1983
Ajax Electric Co. No. 9430	Beaverton/Hillsdale Hwy. @ SW 107th Ave. Washington County	Jan. 4, 1983
Schoolhouse R Electric No. 9407	Col. River Hwy. @ W. Rainier Dike Rd. (Rainier) Columbia County	Jan. 5, 1983
A.K. Lundmark & Son, Inc. No. 9442	Rock Creek Bridges Washington County	Jan. 5, 1983
Hannan Bros. Const., Inc. No. 9410	Westport Ferry Slip Clatsop County	Jan. 5, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Hansen Electric Co., Inc. No. 9208	SW Murray Blvd. @ SW Walker Rd. (Beaverton) Washington County	Jan. 6, 1983
Joseph Garfas dba Schoolhouse R Electric No. 9392	Rogue Valley Hwy. @ Valley View Rd. (Talent) Jackson County	Jan. 11, 1983
D Mc D Corp. No. 9377	LaGrande/Baker Hwy. @ Pierce Lane Union County	Jan. 12, 1983
F. Kelly Somers Const. Co. & F.L. Somers Co., Inc., J.V. No. 9303	NCL-Main St. (Rogue River) Jackson County	Jan. 18, 1983
Hamilton Electric, Inc. No. 9105	SW Macadam Ave.-SW Hamilton Court Multnomah County	Jan. 20, 1983
R. A. Hatch Co. No. 9227	Cedar Hills Blvd.-Sylvan Intchge. Washington & Multnomah Counties	Jan. 21, 1983
D & D Paving Co. No. 9319	35th Ave. Realign. @ Silverton Rd. Marion County	Jan. 21, 1983
Ross Bros. Const., Inc. No. 9441	UPRR & Frontage Rd. O'Xing. (The Dalles) Wasco County	Jan. 24, 1983
Eagle-Elsner, Inc. No. 9457	Oswego Hwy. @ Marylhurst College Entrance Clackamas County	Jan. 24, 1983
Fabricators, Inc. No. 9301	Davis Slough-Bullards Bridge Coos County	Jan. 25, 1983
Western Mixing Co. No. 9307	Painted Hills Rd.-Mitchell Wheeler County	Jan. 26, 1983
Swanston Equipment Co. No. 9384	Lane County Pavement Marking Project #5 Lane County	Jan. 27, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9460	Pac. Hwy. E. @ Grimm Road Marion County	Jan. 27, 1983
Hi-Land Const., Inc. No. 9518	Grass Butte Rock Production Crook County	Jan. 31, 1983
Morse Bros., Inc. No. 9458	Condon Rock Production Gilliam County	Jan. 31, 1983

February 1, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

1372 b

STATE OF OREGON **INTEROFFICE MEMO**
Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: January 26, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Rogue Valley Hwy. @ Valley View Rd. (Talent) Section
Rogue Valley Highway, Jackson County
Contract No. 9392

This federal-aid traffic signal installation project was completed on June 30, 1982 and the final costs exceeded the project authorization by $10,628.39 or 21.7 percent.

Additional cost of $2,109 was incurred to effect a change from standard signal heads to programmed signal heads. This change was at request of the Traffic Section and was made after the standard heads had been installed.

There were several other minor deviations from planned quantities, but the largest item contributing to the overrun was the construction engineering which overran by $9,600 or 225 percent. This was due to several causes. Some $4,000 of this amount was incurred in connection with the change in signal heads mentioned above. The remainder was due to an extraordinary amount of time and work required of the field office personnel because the contractor performing the work was relatively new to state construction and so was not familiar with our requirements. The bid amount was some 35 percent below the engineer's estimate and this fact exacerbated the overrun by providing a lesser amount of engineering funds in the original authorization.

There are sufficient funds available in the category of work and all the increase except $7,202 is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $10,628.39. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
W. H. Maude
R. D. Church
D. E. Swan

81-125-1307

9392

January 17, 1983

Allied Fidelity Insurance Company
P. O. Box 20112
Indianapolis, IN 46220

CON 5
#9392

Gentlemen or Ladies:

Contract No. 9392 awarded to Schoolhouse R Electric for traffic signals on Rogue Valley Highway at Valley View Road in Talent, Jackson County, was completed on November 8, 1982, and accepted by the State Highway Division on January 11, 1983.

Final payment in the amount of $999.85 will be released to the contractor after January 24, 1983. The total contract amount is $40,771.45 including $572.56 for work performed under force account.

You have been advised previously of a claim that has been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9392

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISIO

IELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

ME OF: Rogue Valley Hwy@Valley View Rd

NTRACTOR: Schoolhouse R Electric

TE OF CONTRACT: October 28,1981

ERAGE FORCE ON PROJECT FOR THE WEEK:

N ______ SUPERVISION: ______

OJECT AUTHORIZATION: $ 48,971.61

CLUSIVE OF ENGINEERING: $ 44,694.61

TIMATED COST OF COMPLETED OJECT, EXCLUSIVE OF GINEERING: $ 42,769.96

TIMATED PERCENT: OVERRUN UNDERRUN: -4½ %

SECTION: Rogue Valley Highway
Valley View Rd(Talent)

HIGHWAY: Rogue Valley

KIND OF WORK: Traffic Signal Installation

CONTRACT NUMBER: 9392

DATE WORK STARTED: January 28,1982

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

SPECIFIED COMPLETION DATE:

ENGINEERING AUTHORIZATION: $ 4,277.00

ENGINEERING COST TO DATE: $ 8,320.43

PERCENT OF AUTHORIZATION: 195 %

WEEK ENDING: November 13,1982

SECTION PREFIX: 15-1031

COUNTY: Jackson

FEDERAL AID PROJECT NUMBER: HES-37(6)

ESTIMATED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 226

PERCENT OF TIME ELAPSED: 113

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 30,1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

EARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
LES IN PROJECT					
LES PARTIALLY COMPLETED					
LES COMPLETED					
TAL ESTIMATED QUANTITIES (CONTRACT)					
TAL QUANTITIES CORRECTED TO DATE					
TIMATED QUANTITIES MOVED OR PLACED TO DATE					
ERAGE DAILY QUANTITIES					
ERAGE DAILY QUANTITIES NECESSARY TO MPLETE PROJECT ON TIME					
UMBER OF SHIFTS PER DAY					
OURS PER SHIFT					

UIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
UNDAY	NA			
ONDAY				
UESDAY				
VEDNESDAY				
HURSDAY				
RIDAY				
ATURDAY				

CE K — RECEIVED — OM
CAE — CA
FOE — LS
OCS — NOV 15 1982 — TC
SCS — CONSTRUCTION SECTION — FE
EEO — CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The outstanding paperwork necessary to complete the project has been received from the contractor. The third notification has been submitted and the semi-final estimate will be submitted next week. No further weekly reports will be sent in from this office.

SIGNED Dobbs for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

[illegible]

9392

CON

October 1, 1982

Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

Time Extension Request
Rogue Valley Hwy. @ Valley
View Road
Contract No. 9392
FAP No. HES-37(6)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 8½ calendar days is granted for work done under Price Agreement No. 1, Programmed Signal Heads, and an additional one calendar day time extension is granted for work done under E.W.O. No. 1, Replace Damaged Conduit. Additional contract time is not granted for the claimed rain delay on June 11, nor is additional contract time granted for replacement of nonspecification concrete footings since neither of these causes are valid reasons for added contract time.

Therefore, a total of 9½ calendar days additional contract time is granted due to performance of the added work described above. There remains 16½ calendar days of liquidated damages under this contract.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager William Maude.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter	
C. T. Keasey	
Alfred Shirley, Jr.	w/att.
William Maude	w/att.
FHWA	w/att.
R. D. Church	

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - REGION 3

TO: O. B. Jackmond
Contract Administration Engineer

DATE: September 20, 1982

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Rogue Valley Hwy. @ Valley View Rd.
Contract 9393

Herewith copies of Request for Increase in Workdays for subject project, along with copy of Assistant Project Manager's analysis and recommendation. I generally agree with the recommendation by Vern Neiswanger.

The delays suffered by the contractor due to weather and missing equipment would not normally qualify for a time extension except that they were delayed and were performing only extra work for the state. I can recommend only one day for the installation of the programmed heads since one day would have been required to install the standard heads as specified in the plans. Therefore, my recommendation is for a time extension of 9½ calendar days.

9-29-82

W. E. Schwartz -

I concur with Region's recommendation.

OBJackmond

jjg/cw
Encl.

cc Wm. Maude

RECEIVED
SEP [illegible] 1982
CONSTRUCTION SECTION

CE
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9392 CL-82-186

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 29 1982
NORMA PAULUS
SECRETARY OF STATE

September 27, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9392

RECEIVED
SEP 30 1982

Medford Electric Wholesale
1111 N. Central, Suite A
P. O. Box 4668
Medford, OR 97501

Attention: Ray O. Sims, President

Gentlemen:

This will acknowledge your letter dated September 23, 1982, filing a claim against the following Highway Division contract:

FILED BY: Medford Electric Wholesale

AMOUNT: $5,320 plus interest

FOR: Material

AGAINST: (Prime Contractor) Schoolhouse R Electric

CONTRACT NO. 9392

PROJECT: Traffic signals on the Rogue Valley Highway at Valley View Road in Talent

SURETY: Allied Fidelity Insurance Company

AGENT: James L. Holloway

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED
JS

js

cc: Allied Fidelity Insurance Co.
P. O. Box 20112
Indianapolis, IN 46220

Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

MOTORS - GEAR MOTORS - CONTROLS - TRANSFORMERS - LAMPS - FUSES - LIGHTING FIXTURES

Medford Electric Wholesale

1111 N. CENTRAL • SUITE A • POST OFFICE BOX 4668
MEDFORD, OREGON 97501
TELEPHONE (503) 773-6656

GENERAL ELECTRIC
MOTORS and CONTROL EQUIPMENT

WHOLESALE WIRING SUPPLIES

September 23, 1982

Department of Transportation
Transportation Building
Salem OR 97310

Re: OSHD Contract # 9392

Attention: Robert W. Gormsen
Commission Services

Gentlemen:

We, the undersigned, Medford Electric Wholesale, wish to file a claim for material furnished to School House Ranch for use on the above referenced OSHD Contract # 9392.

The claim is for the sum of $ 5,320. plus late charges of 2% per month assessed per our standard policy.

Very truly yours,

MEDFORD ELECTRIC WHOLESALE

Ray O. Sims

Ray O. Sims, President

ROS/mf

cc: School House Ranch

RECEIVED
SEP 24 1982
COMM[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

9392

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-97		County Jackson
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-37(6)
MODIFICATION NUMBER 2	July 29, 1982	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 6, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 55,800.00	$ 64,316.00 60,316.00 aw
Federal funds	$ 50,220.00	$ 54,284.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of July, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon July 26, 1982

Federal-Aid Project
No. HES-37(6)

Rogue Valley Hwy. @ Valley View Rd. (Talent) Section
Rogue Valley Hwy. in Jackson County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 6,800.00

Type Code Y031
Traffic Signals (Rogue Valley Hwy. @ Valley View Rd.)

Subtotal of previous estimate October 30, 1981	$42,769.00

Additional Items

Install Sig. Heads & Reroute Power Supply (P.A. #1)	All Required	$ 2,108.98
Construct Curb (S.F.O. #4)	All Required	1,357.82
Move Signs (S.F.O. #5)	All Required	300.00
		$ 3,766.80

Increase	$ 3,766.80
SUBTOTAL	$46,535.80
Engineering	6,980.20
TOTAL	$53,516.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,800.00	$ 6,120.00	$ 680.00
Traffic Signals	53,516.00	48,164.00	5,352.00
TOTAL	$64,316.00	$54,284.00	$6,032.00

Group 1 100%
Contract No. 9392
Prefix: 15-1982
Prefix: 15-1031

9392

STATE COPY 2,

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-65	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jackson
PROJECT REPORT NUMBER	11/6/81	Project Number HES-37(6)
MODIFICATION NUMBER		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,800.00	$ 55,800.00
Federal funds	$ 6,120.00	$ 50,220.00
Other revisions		

This modification is made for the following reasons: To add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of November, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 30, 1981

Federal Aid Project
No. HES-37(6)

Rogue Valley Hwy. at Valley View Rd. (Talent) Sec.
Rogue Valley Highway
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$ 6,800.00

Type Code Y031
Traffic Signals (Rogue Valley Hwy. @ Valley View Rd.)
Jackson County

Temporary Protection and Direction of Traffic		All Required	$ 2,525.00
Temporary Signs	196 Sq. Ft.	14.26	2,794.96
Flagmen	40 Hr.	23.00	920.00
Traffic Signal Installation, Complete		All Required	33,300.00
			$39,539.96

Anticipated Items

Permanent Pavement Striping	All Required	$ 900.00
State Furnished Software	All Required	500.00
Signal Controller Testing	All Required	1,330.00
Signal Turn-on	All Required	500.00
		$ 3,230.00
	SUBTOTAL	$42,769.96
	Engineering	6,230.04
	TOTAL	$49,000.00

SUMMARY OF FUNDS (90%)

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 6,800.00	$ 6,120.00	$ 680.00
Traffic Signals	49,000.00	44,100.00	4,900.00
	$55,800.00	$50,220.00	$5,580.00

Group 1	100%	
Contract No.	9392	
Prefix:	15-1982	(PE)
Prefix:	15-1031	(Constr.)

STATE COPY OMB No. 04-R2089 L

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-35	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11/26/80	State egon County Jackson Project No. HES-37(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99 at Valley View Rd. (Talent)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-21-80	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,800.00	$ 6,120.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

for Asst. State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator NOV 26 [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 20, 1980

Federal Aid Project
No. HES-37(6)

Rogue Valley Hwy. @ Valley View Rd. (Talent) Section
SR 99 in Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$6,800.00
	TOTAL	$6,800.00

Length of Project -------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 6,800.00	$ 6,120.00	$ 680.00
Retain in Program Status			
Contract Work	60,000.00	54,000.00	6,000.00
TOTAL	$66,800.00	$60,120.00	$6,680.00

Group 1-100%
Prefix 15-1982

9392

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-12-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

L

1. FEDERAL-AID PROJECT NO. HES-37(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00118

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/3/82

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Primary 63

10. GENERAL LOCATION:

Rogue Valley Highway at Valley View Road (Talent) Section

11. GENERAL DESCRIPTION OF WORK

Relocate signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/3/82 as requested in Mr. Keasey's letter of 7/6/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $300 Federal Funds $270.

RECEIVED
STATE HWY ENGR
JUL 14 '82
REFER TO Moehring
FOR
Info Inves R/D D R Sign Act File

Orig to
7-14-82

14. DATE 7/12/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9392 3-23-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-37(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00118

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/5/82
8. FEDERAL ROUTE NUMBER Primary 37
9. STATE ROUTE NUMBER Primary 63

10. GENERAL LOCATION:
Rogue Valley Highway at Valley View Road (Talent) Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install curbs for pole protection

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/5/82 as requested in Mr. Keasey's letter of 3/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,575 Federal Funds $1,418.

RECEIVED
STATE HWY ENGR
MAR 25 '82
REFER TO
FOR

14. DATE 3/23/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9392

9-25-81

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-37(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division - Salem, OR

4. PROGRAM NO.

5. ITEM NO. 00118

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 9-25-81

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Primary 63

10. GENERAL LOCATION:

Rogue Valley Highway at Valley View Rd. (Talent) Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Permanent Pavement Striping

S.F.	- $900.
State furnished software	- 500.
Signal Controller Testing	- 1330.
Signal Turn on	500.

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-23-81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $73,543, Federal funds $66,188.

A signed copy of the Title Sheet is returned herewith.

(80% money)

RECEIVED
STATE HWY ENGR
OCT 8'81
REFER TO
Manning
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 9-25-81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9392

63

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81

Donald L [illegible]

October 22 Bid Letting ________ All Clear Deadline

SECTION Rogue Valley Hwy @ Valley View Road

Highway ________

County Jackson Region 3

Type of Work ________ Funds ________

State ____ Consultant ____ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						2 EXC
EIS						
Negative Declaration						
Project Assessment						
Write-off Letter						
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study	☒					

9392

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: L.E. George
Traffic Engineer

DATE: June 25, 1981

for
FROM K.D. Osborn
Regional Traffic Engineer

SUBJECT: Preliminary Traffic Signal Design
Rogue Valley Highway @ West Valley View Road
Talent

ROSEBURG REGION
RECEIVED
JUN 25 1981

[✓ [illegible]]	RME	[✓ RCE]	ROE	[✓ TE]
RDE	DES	RSR	RPR	RLE
GEO. [✓ FAE]	RBI	AA		

Attached you will find a preliminary traffic signal design for the subject location. The existing two phase signal is scheduled to be upgraded to a five phase fully actuated signal.

This plan has been held in this office pending the commencement of construction by a developer in the northeast quadrant of the intersection. If the developer builds in this quadrant he would be required by the city of Talent to widen West Valley View Road to a width of 40 feet northerly from the centerline to the back of the sidewalk. Attached is a proposed typical section from the Talent Planning Department.

Any widening of West Valley View Road would require the need for longer mast arms for traffic approaching from the east and west. This signal design does not include longer mast arms, because we have not been able to obtain a time schedule of construction from the developer. Neither has the city of Talent, as the attached letter indicates.

Poles #5 and #6 would be the only new poles required. Both mast arms would be 40 feet in length. Pole #6 has been relocated so that if West Valley View is widened in the future it would not be within the construction area. Pole #5 has been rotated 10° in a southerly direction to avoid visual conflict with the signal heads on pole #4. This can be seen in the attached photo. A metal pole barrier has been added to pole #5, since it is adjacent to a logging truck parking lot with no other available protection. No changes will be required for poles #2 and #4.

The existing conduit has been checked in the field and it is felt it can be retained and reused. Some new conduit would be needed as shown in red.

The pedestrian signal heads could be salvaged from poles #1 and #3 and installed on the new poles. This would maintain a uniformity for all the pedestrian signal heads.

This preliminary signal plan is a one and only copy. Please return it or a copy to this office when you no longer have a need for it.

kdo/gmc/cp
attach.

Contains
Recycled
Materials
.125-1387

TALENT PLANNING DEPARTMENT
P.O. BOX 445
TALENT, OR 97540

May 29, 1981

Gary M. Colfax
Ast. Region Traffic Eng.
Oregon Highway Division
Region 3
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Colfax,

As requested in your May 18, 1981 correspondence, I hope the following information will be helpful in expediting the five-phase traffic signal installation at the intersection of Valley View Road and the Rogue Valley Highway.

"1. Confirmed date developer plans on commencing with construction."

I do not know when the developer plans on commencing with construction. I have heard second or third hand that the project has been delayed indefinitely because of construction costs for improvements to Valley View Road.

"2. When the city plans on widening West Valley View Road."

The city has no plans on widening West Valley View Road. The current policy is to require dedication of land and street improvements as property owners bring development plans before the city for review.

"3. Typical cross section of finished roadbed width and striping plan of West Valley View."

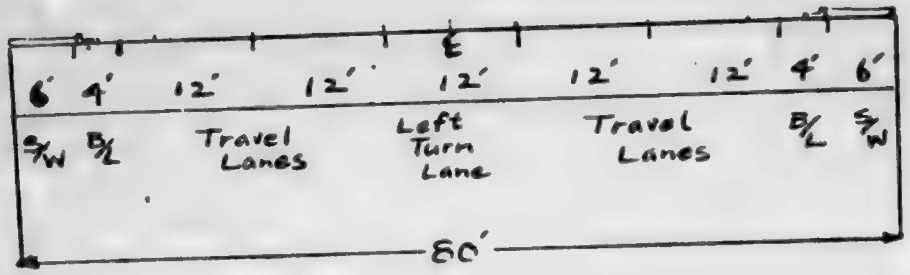
See attachment.

Very truly yours,

David Doerter

David Doerter,
Planning Director

TYPICAL CROSS SECTION PLANNED
for
WEST VALLEY VIEW ROAD



℄
6'
4'
12'
12'
12'
12'
12'
4'
6'
S/W
B/L
Travel Lanes
Left Turn Lane
Travel Lanes
B/L
S/W
80'

S/W = Sidewalk

B/L = Bike lane

by: Doerter 6/1/81

Source: Talent Comprehensive Plan.

1526
5.35 ~~2015~~

9392

63

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

9-3-80

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Rogue Valley Hwy. @ West Valley View Drive

HIGHWAY NAME: Rogue Valley

HIGHWAY NUMBER: 63

REGION 3	ADMINISTRATIVE DISTRICT 8	COUNTY Jackson	CITY Talent

LENGTH

MILEPOST NUMBER 14.23 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II, H.E.S.

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Revise traffic signals

1 Vorsteeg ✓
Anderson
2 Christensen Doc
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
SEP 12 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 14,465 - 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 45

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED

Frank E. Terpin

Location Engineer

Date 9/3/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 @ 12 ft.	same
SHOULDERS	2	same
MEDIANS	yes	same
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS		—
INTERCHANGES		—
OTHER:		—

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☐	☒
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

		NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type ____________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☐	☒
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	____________ (Region)	F 4Q '81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

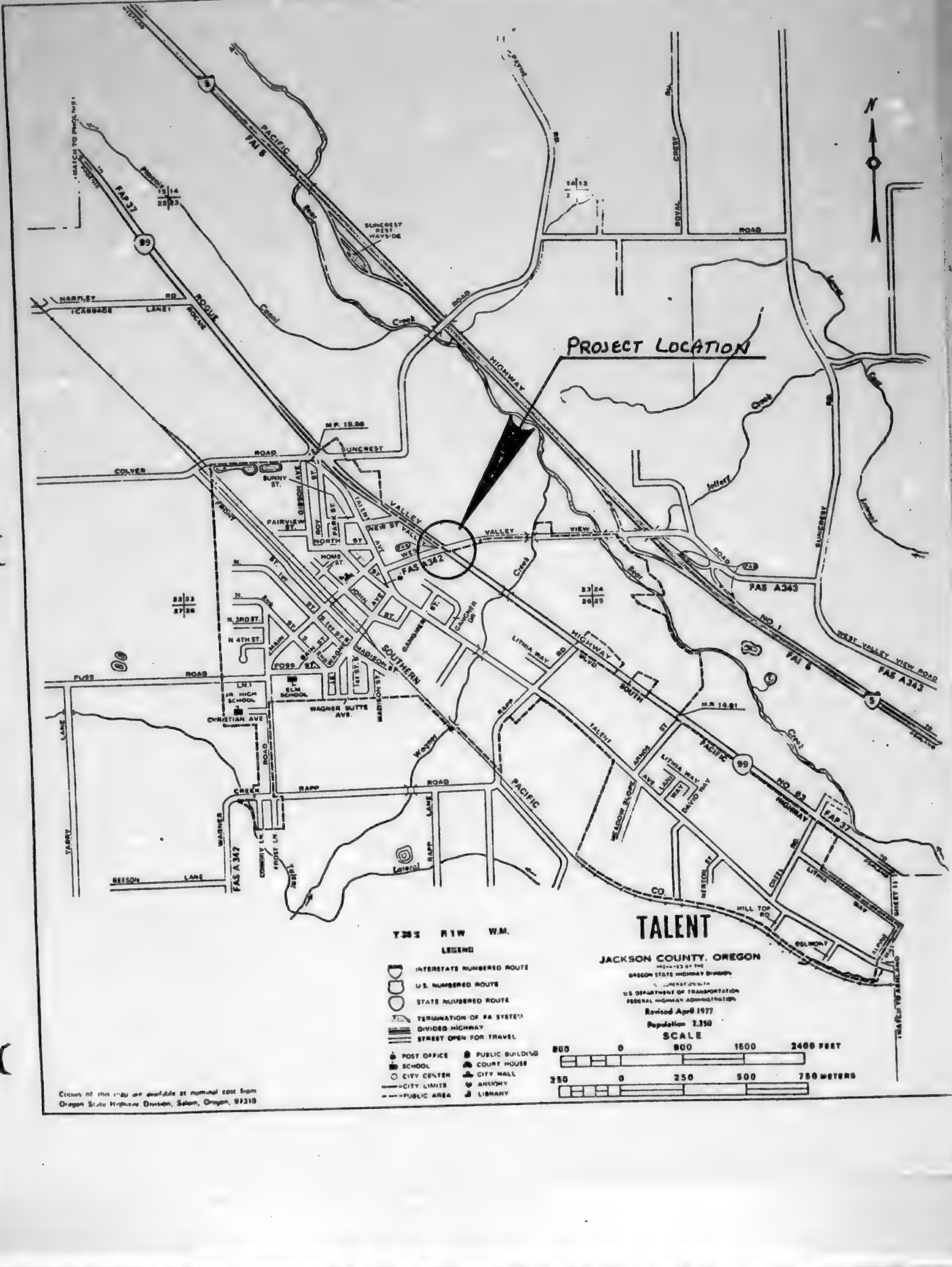
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		6.550
RIGHT OF WAY		60.000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		$ 66.550

SUBMITTED BY ______________________


PROJECT LOCATION
TALENT
JACKSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised April 1977
Population 2,250
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
T 38 S R 1 W W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310
N
PACIFIC HIGHWAY
FAI 5
NO. 1
FAS A343
FAS A342
FAP 37
ROGUE
99
5
SUNCREST REST WAYSIDE
SUNCREST ROAD
HARTLEY RD
(CABBAGE LANE)
COLVER ROAD
FRONT
SOUTHERN PACIFIC
VALLEY VIEW
WEST VALLEY VIEW ROAD
M.P. 13.88
M.P. 14.81
FAIRVIEW ST.
SUNNY ST.
GIBSON AVE
NORTH ST.
HOME ST.
JOHN AVE
MAIN ST.
N 3RD ST.
N 4TH ST.
MADISON ST.
WAGNER BUTTE AVE.
ELM SCHOOL
JR. HIGH SCHOOL
CHRISTIAN AVE
FOSS ROAD
WAGNER CREEK ROAD
RAPP ROAD
BEESON LANE
LITHIA WAY
TALENT
MEADOW SLOPE
DAVID WAY
HILL TOP RD
BELMONT
CO. RD.
Creek
Canal
Jeffery Creek
Lateral
ROYAL CREST
14|13
23|24
22|23
ROAD

9392

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-21-80

FEDERAL AID PROJECT NO.
ES-37(6)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO.
00118

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-17
orig

RECEIVED
STATE HWY ENGR
NOV 17 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/3	Sgn	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	8-21-80	Primary 37
		STATE ROUTE NUMBER
		Primary 63

GENERAL LOCATION:
Rogue Valley Highway at Valley View Road (Talent) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC $6,800 - Federal funds $6,120
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of July 16, 1980

DATE
8-21-80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-588

9347 7-9-80 2

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
SE 85th Avenue-SE 88th Avenue Mt. Hood Highway	$ 80,500	$ 72,450	$ 8,050	0	6-25-80
SPTC at Beall Lane and Ehrman Way, Rogue Valley Highway	60,000	54,000	6,000*	0	6-25-80
Columbia River Highway at West Rainier Dike Road	75,000	67,500	7,500	0	6-26-80
UPRR at NE Tyndale Avenue	124,000	111,600	12,400*	0	6-26-80
Rogue Valley Highway at Valley View Road	60,000	54,00	6,000	0	7-3-80

*State Grade Crossing Protection Funds

July 9, 1980

H S Coulter
H. S. Coulter
State Highway Engineer

7-9-80 orig. to Gormsen cy George

D.CK

PRO 6-1

STATE OF OREGON **INTEROFFICE MEMO**
Highway - Traffic 378-6537

TO: H. S. Coulter
State Highway Engineer

DATE: July 1, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Hazard Elimination Project

A project has been requested to revise the traffic signals on Rogue Valley Highway at Valley View Drive in Talent to provide for protected left-turn movements. This will require complete removal of the existing mast-arm installation and replacement with a span wire installation.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Rogue Valley Highway at Valley View Road (Talent)	$60,000	$54,000	$6,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

7-3
(orig to [illegible])
[illegible]

L E George
L. E. George
Traffic Engineer

NOTED
L. E. GEORGE

RHB:jrb

Attachment

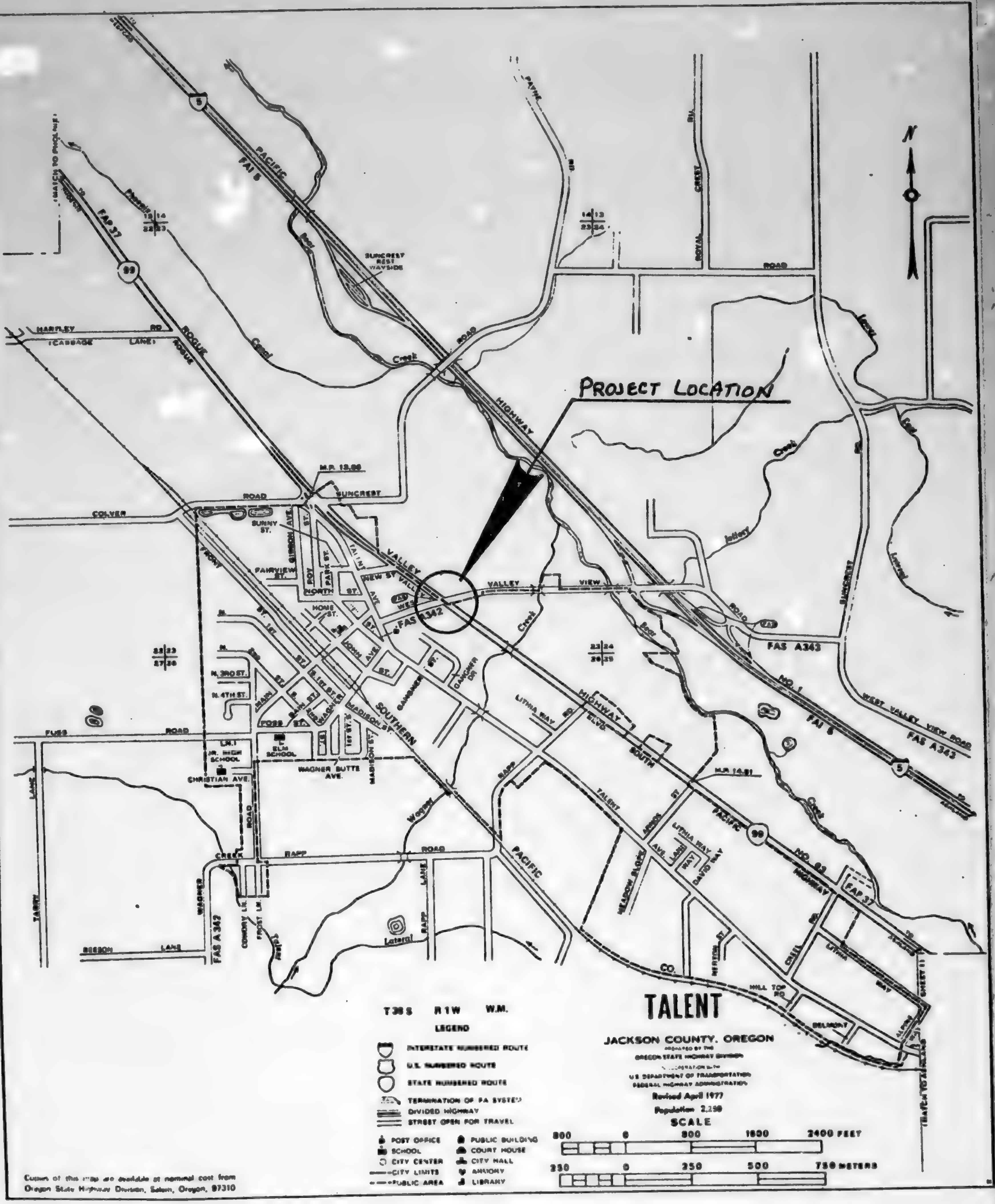
APPROVED:

H S Coulter
State Highway Engineer

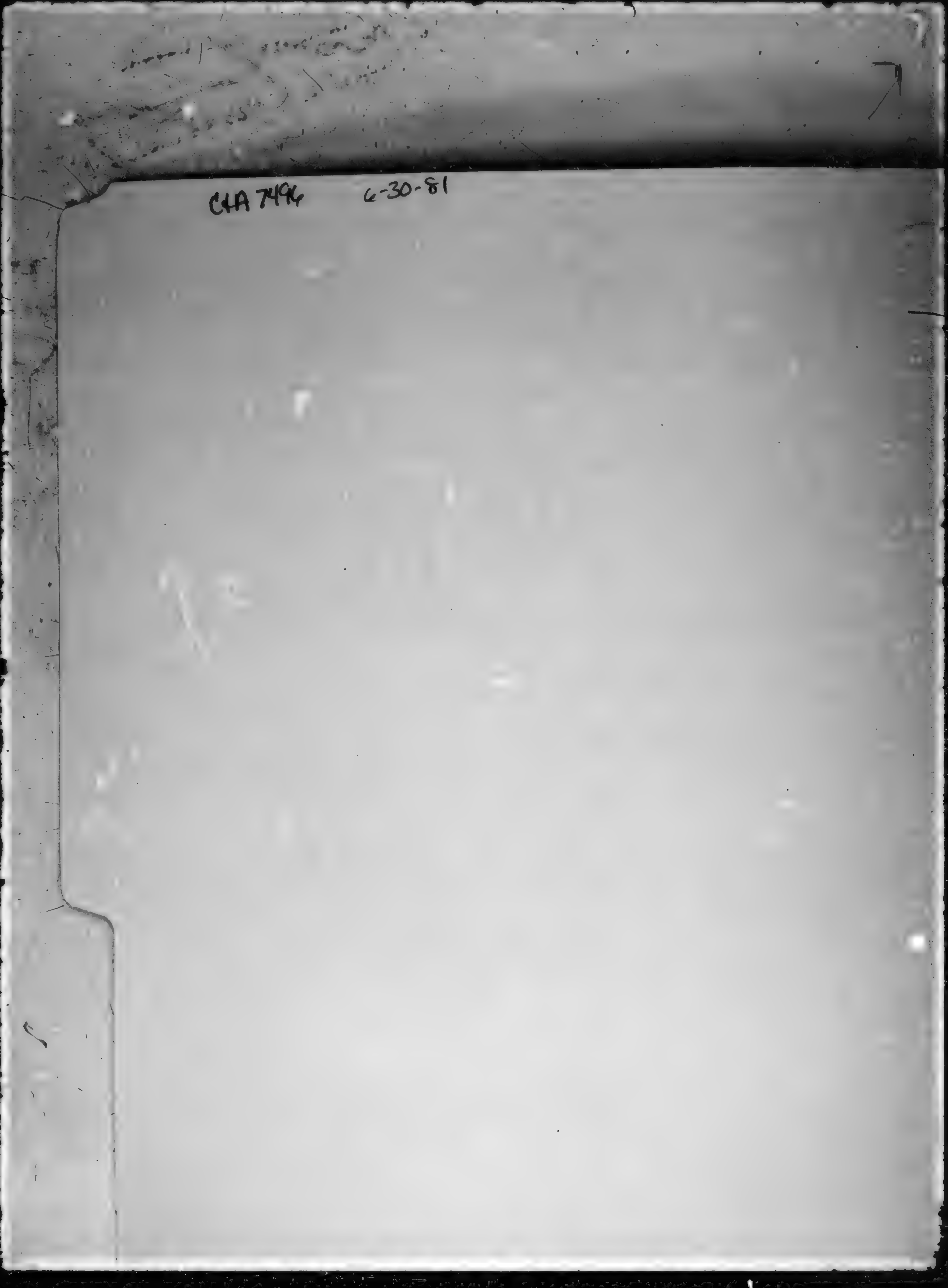
DATE: 7/3/80

NOTED
DWAYNE HOFSTETTER

Contains Recycled Materials
81-125-1387


PROJECT LOCATION
TALENT
JACKSON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised April 1977
Population 2,250
T 38 S
R 1 W
W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
SCALE
800
0
800
1600
2400 FEET
250
0
250
500
750 METERS
Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310
N
PACIFIC
FAI 5
HIGHWAY
NO. 1
FAS A343
WEST VALLEY VIEW ROAD
SUNCREST REST WAYSIDE
FAP 37
ROGUE
VALLEY
HIGHWAY
NO. 63
PACIFIC
SOUTHERN
PACIFIC
HARTLEY RD
(CABBAGE LANE)
COLVER
ROAD
SUNCREST
M.P. 13.88
M.P. 14.81
VALLEY VIEW
FAS A342
FAIRVIEW ST.
NORTH ST.
HOME ST.
JOHN AVE.
SUNNY ST.
GIBSON AVE.
NEW ST.
MAIN ST.
N. 3RD ST.
N. 4TH ST.
FOSS
FUSS ROAD
ELM SCHOOL
JR. HIGH SCHOOL
CHRISTIAN AVE.
WAGNER BUTTE AVE.
MADISON ST.
GANGNES DR.
LITHIA WAY
TALENT AVE.
MEADOW BROOK AVE.
DAVID WAY
RAPP ROAD
CREEK
WAGNER
TARRY LANE
BEESON LANE
FAS A342
CONDRY LN.
FROST LN.
Lateral
RAPP
CO.
HILL TOP RD.
BELMONT
CREEL
ALPINE
Bear Creek
Wagner Creek
Jeffrey Creek
Payne
Royal Crest
Canal
SOUTH
BLVD
ROAD
22 | 23
27 | 26
23 | 24
26 | 25
15 | 14
22 | 23
14 | 13
23 | 24
(MATCH TO PHOENIX)
(MATCH TO ASHLAND)
5
99

1981 Old Hwy. 20 at "A" St. Sec. 939
of Toledo Frontage Rd. Hwy.
(Traffic Signal Installation)



CHA 7496 6-30-81

9343

B

12-2-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
Hi Lo Roads, Inc. No. 9439	Florence/Eugene Hwy. @ M.P. 10.3 Lane County	November 8, 1982
Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

93

B

November 26, 1982

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

CON 3
#9393

Gentlemen or Ladies:

On November 18, 1982, we wrote to you concerning release of final payment on Contract No. 9393 awarded to Sims Electric, Inc. for traffic signals on Old Highway 20 at "A" Street (Toledo) in Lincoln County.

Final payment on this contract is $1,000 and the total contract amount is $50,848.80. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Sims Electric, Inc.
721 S.E. Oak Street
Roseburg, OR 97470

bc: C. T. Kessey
Walt Hart
C. O. Fredrickson

9393 L,

FORM 81-734-3001
OREGON STATE HIGHWAY DIVIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Old Hwy.20 @"A" St. (To o)	WEEK ENDING August 28,1982
		SECTION PREFIX 121-8253
	HIGHWAY Toledo Frontage Road	COUNTY Lincoln
AME OF JOB Old Hwy. 20 @ "A" St. (Toledo)	KIND OF WORK Traffic Signal	
ONTRACTOR Sims Electric Inc.	CONTRACT NUMBER 9393	FEDERAL AID PROJECT NUMBER State
ATE OF CONTRACT December 9, 1981	DATE WORK STARTED 3/23/82	ESTIMATED COMPLETION DATE July 7, 1982
VERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
EN 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 171
ROJECT AUTHORIZATION: $ 61,896.41	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 86%
XCLUSIVE OF ENGINEERING: $ 56,490.61	ENGINEERING AUTHORIZATION $ 5,405.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
STIMATED COST OF COMPLETED ROJECT, EXCLUSIVE OF NGINEERING $ 56,490.61	ENGINEERING COST TO DATE $ 6,766.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
STIMATED PERCENT: XXXXXX UNDERRUN 6 %	PERCENT OF AUTHORIZATION 125 %	DATE PROJECT WAS COMPLETED 6/10/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ILES IN PROJECT					
ILES PARTIALLY COMPLETED					
ILES COMPLETED					
OTAL ESTIMATED QUANTITIES (CONTRACT)					
OTAL QUANTITIES CORRECTED TO DATE					
STIMATED QUANTITIES MOVED OR PLACED TO DATE					
VERAGE DAILY QUANTITIES					
VERAGE DAILY QUANTITIES NECESSARY TO OMPLETE PROJECT ON TIME					
UMBER OF SHIFTS PER DAY					
OURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

August 82	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Clear	0		
MONDAY 23	Overcast	0		
TUESDAY 24	"	0		
WEDNESDAY 25	"	0		
THURSDAY 26	"	0		
FRIDAY 27	"	0		
SATURDAY 28		0		

J CE K RECEIVED OM
CAE CA
FO LS
QCS AUG 30 1982 TC
SCS CONSTRUCTION SECTION FE
EEO CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

22 Aug 82 SUNDAY	No Activity this week
23 MONDAY	
24 TUESDAY	
25 WEDNESDAY	
26 THURSDAY	
27 FRIDAY	
28 SATURDAY	

REMARKS

Working on Project Semi-Final
Next Week: Semi-Final to Salem

"This Will Be the final Weekly Report"

SIGNED Charles W. Elroy LOCATION Newport
Charles W. Elroy

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

October 26, 1981

ACC

David R. Palmer, City Manager
City of Toledo
Toledo Development Commission
City Hall
Toledo, Oregon 97391

Dear Mr. Palmer:

On October 22, 1981 we received a satisfactory bid from Sims Electric, Inc., 721 S.E. Oak, Roseburg, Oregon 97470 for Old Highway 20 at "A" Street traffic signal installation in Toledo. We anticipate the financial sharing of project costs to be:

Contractor's Bid:		$50,133.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,200.00	
Remove Pavement Striping (Exist. & Temp.)	300.00	
State Furnished Software	500.00	
Signal Controller Testing (Engnr'g)	1,925.00	$ 3,925.00
		$54,058.00
Contingencies (4 1/2%)		2,432.61
Engineering (10%)		5,405.80
ESTIMATED CONSTRUCTION COST		$61,896.41
Estimated Preliminary Engineering Cost		9,500.00
TOTAL ESTIMATED PROJECT COST		$71,396.41
TOLEDO DEVELOPMENT COMMISSION MAXIMUM SHARE		70,000.00
Less: Development Commission payment for P.E. (received 7-24-81)		9,500.00
BALANCE DUE		$60,500.00

We will award the contract when we receive your advance deposit in the amount of $60,500, which should arrive not later than November ~~13, 1981.~~ 20, 1981.

On the attached sheet we have described three methods of advance deposit. Please use the method of your choice.

Have 2-week extension per Ed Haury 11-17-81.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 974: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 974 when advance deposit is received.

9393

6

June 30, 1981

Toledo Development Commission
City of Toledo
P. O. Box 220
Toledo, OR 97391

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7496

Gentlemen:

Attached for your files is a fully executed copy of a construction-finance agreement for the installation of traffic signals on the Toledo Frontage Road at "B" Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

9393

June 10, 1981

ACC

Toledo Development Commission
City of Toledo
P.O. Box 220
Toledo, Oregon 97391

Gentlemen:

We are currently in the preliminary engineering phase of the traffic signal installation, Toledo Frontage Road at "A" Street in Toledo.

Accordingly, the Commission shall forward to the State an advance deposit in the amount of $9,500.00 for the estimated total cost of the preliminary engineering.

On the attached sheet we have described three options for making your advance deposit. Please select the option you prefer and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 925: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 925 when advance deposit is received.

Rec'd
7-24-81
per Faye

9393

1905

CITY OF TOLEDO

CITY HALL
P.O. Box 220
Toledo, Oregon 97391
(503) 336-2247

May 12, 1981

REGION 2 ENGINEER
RECEIVED
MAY 1 4 1981
☐ RLE ☐ RLE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Phillip O. Stearns
Department of Transportation
Highway Division, Region 2
2960 E. State Street
Salem OR 97310

Dear Phil:

I have two comments on the Construction-Finance Agreement regarding the "A" Street traffic light:

1. The party should be "The Toledo Development Commission, the Urban Renewal Agency for the City of Toledo" and not the "The City of Toledo".

2. General Provisions 2. includes "...law applicable to public contracts..." which seems to be a vague reference to any and all laws. Is it possible to specify the laws, or, if these are laws, is it necessary to include them in the contract?

Otherwise, I have no problem with the agreement.

Will you retype it to make those changes and return copies to me? I'll get a resolution from Urban Renewal and return signed copies.

Thanks for hurrying this request along.

Sincerely,

Dave

David R. Palmer
City Manager

DRP/rb
Encl.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 1 4 1981
REFERRED TO ________________
FOR ________________
FILE: PM FA LG.

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: March 31, 1981

FROM: Phillip O. Stearns Phil Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: Traffic Signal Installation
Old Highway 20 @ "A" St. (Toledo)
Lincoln County

Attached is a letter from city of Toledo, Purchase Order, and Order to Render Service for subject project. The prefix was obtained from Benny Vaughn. You may want to verify the number.

Please take appropriate action to initiate the project.

POS/bah
W/Attachment

7496

FAP 21 LOOP
-TOLEDO FR. RD. # 33 BUS
121-8218
SK'D 22 OCT 81
AGREE. ?

BEN GIFFORD

Order to Render Service
(Or to Furnish Materials)

OREGON STATE HIGHWAY DIVISION

Party Requesting Service:
City of Toledo

Order No. 1

Date March 30, 1981

By: David R. Palmer

Prefix and account number to which work is to be charged 121-8218

City Manager
(Official Capacity)

Description and Location of Work To Be Performed, Materials To Be Furnished; Location Survey or Contracting Service:

Perform necessary field and design work for plans, specifications, and estimate, advertise for bids, award contract, and perform construction engineering for installation of traffic signals at the intersection of Old Highway 20 and "A" Street in the City of Toledo.

Estimate of Quantities and Cost, PE Estimate, Construction Estimate, Recommended Letting Date:

Preliminary engineering	$ 9,500
Construction (incl. Engring)	$61,000

Amount of advance deposit (if any) $

Basis of Payment:
☐ Monthly payments
☐ Single payment on completion of work
☒ Other basis as follows:
Purchase Order No. 08231

Deposit received by Secretary on

Authority from Requisitionist:
☐ Agreement dated
☒ Letter to Dave Weaver, date 3-18-81
☐ Oral request to , date

Department Authority:
☐ Order of Highway Commission
☐ Order of State Highway Engineer
☐ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials Work is to begin April 1, 1981 and be Completed by 12-31-81

Superintendent or engineer responsible for performance of work and submission of information for billing C. O. Fredrickson

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 2 Department

Signed C. O. Fredrickson

Region 2 Engineer

Instructions: Department head or staff engineer approving order will send original copy to Project Management for Prefix.

Project Management will send copies to interested region, resident and district engineers.

SP*86131-734

Form 734-3189 (Rev. 5-79)

REGION 2 ENGINEER
RECEIVED
MAR 2[illegible] 1981
☐ RLE
☐ RE ☐ RCE ☐ RME
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RPE

PURCHASE ORDER

CITY OF TOLEDO

POST OFFICE BOX 220
TOLEDO, OREGON 97391
Phone 336-2247

March 20 19 81

Via

F.O.B.

Requisition No.

Deliver To Receiving Room

Oregon State Highway Department
Attn: Dave Weaver, Traffic Engineer
Rm. 504A, Transportation Building
Salem, OR 97310

QUANTITY	DESCRIPTION	ACCOUNT NO.	UNIT PRICE	TOTAL
1	Traffic Light "A" St. & Business Hwy. 20	1468		$70,000.00

IMPORTANT – Send invoices and statement to City Recorder – Not with goods.

No. 08231

THIS NUMBER MUST APPEAR ON ALL INVOICES AND PACKAGES.

NOTICE

Freight, Postage or Express charges must be prepaid on all City of Toledo purchases.

CITY OF TOLEDO

By ______________________
CITY MANAGER

REGION 2 ENGINEER
RECEIVED
MAR 20 1981
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Phone 336-2247
P.O. Box 220
Toledo, Oregon 97391

March 18, 1981

REGION 2 ENGINEER
RECEIVED
MAR 20 1981
☐ RLE ☐ RBE
[✓ RE] [✓ RCE] [✓ RME] ☐ D RTE ☑ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV [✓ RFE]

Dave Weaver
Traffic Engineer
Oregon State Highway Dept.
Room 504 A
Transportation Building
Salem OR 97310

Dear Dave:

At the March 16, 1981, Urban Development Commission, the Commission authorized me to order a traffic light for the "A" Street and Highway 20 intersection. The Commission is willing to pay $70,000.00 toward the signal. Should the cost exceed that amount, could the Department of Transportation be convinced to pick up the remainder?

You mentioned an 8-month period from order to installation. Enclosed is our purchase order number for the light.

Please contact me with the specifics on schedules and payment procedures.

Sincerely,

D. Palmer
David R. Palmer
City Manager

DRP/rb
cc: Howard Johnson

9393

GENERAL FILES

2.

File No.
Rd. No. 33 M.P. E 6.79
City of E 6.93
Streets
Rural ______ Urban ______

October 9, 1980

TRA 7-6

Mr. David R. Palmer
City Manager
City of Toledo
P. O. Box 220
Toledo, OR 97391

Dear Mr. Palmer:

Several weeks ago, I promised you that this office would review the possibility of funding a traffic signal at "A" Street and the US20 Business route in Toledo by using Federal Title II safety funds.

We have reviewed the traffic data and cost benefit analysis and there is just not any possibility of justifying to the Federal Highway Administration a Title II signal project at this location.

I trust that our Region office is assisting you in reviewing the area to determine if some other solution rather than the traffic signal might be appropriate.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:ds

bc: David R. Weaver

NOTED
VERNON L. TABERY

Phone 336-2247
P.O. Box 220
Toledo, Oregon 97391

September 8, 1980

H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem OR 97310

Dear Mr. Coulter:

The City of Toledo, through the Urban Redevelopment Commission, has been discussing the possibility of installing a traffic light at the intersection of "A" Street and Business Highway 20 in Toledo.

The Region II office has conducted a signal investigation and finds that one warrant for interruption of continuous service is met. In an effort to get things moving, the Commission has offered to pay one half of the signal cost. I expect they would even finance the entire amount subject to some reimbursement if requested. The point is, they are quite anxious to do something.

I would prefer a study of alternatives at the intersection before we install a light. I am writing to request the Highway Department to provide some engineering assistance to us to determine the best solution to the traffic problem at this intersection. The concern is generated by the amount of truck traffic, and the difficulty the truck drivers have with vision and topography. I would like to be sure that a light will best alleviate the problem.

As I indicated, the Commission is very anxious to do something. If OSHD can provide some engineering expertise, perhaps we can be sure that the solution we choose is the best one.

Sincerely,

David R. Palmer
City Manager

DRP/rb

10-27
This has been answered.
L.E.G.
(Bud will follow up)

Rough draft please

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

[illegible]

9393

GENERAL FILES

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 18, 1980

In Reply Refer to
File No.: TRA 7

Mr. David R. Palmer
City Manager
P.O. Box 220
Toledo, OR 97391

NOTED
H. S. COULTER

Dear Mr. Palmer:

In your August 1, 1980 letter you asked about the possibility of installing a traffic signal on US20 Business at "A" Street in Toledo.

A review of the traffic signal investigation has been made and the interruption of continuous traffic warrant for the installation of a traffic signal is met. This indicates that there are longer than desirable delays for traffic and pedestrians entering or crossing the highway. The demand for traffic signals in recent years became so great that it was necessary to compile a statewide prioritized list in order to make the most efficient use of our critically short dollars. Those intersections meeting only the interruption of continuous traffic warrant are not high on the priority list. To illustrate the need, in July we had 73 locations on the statewide list awaiting either funding or plan preparation for construction. US20 Business at "A" Street in Toledo has been added to our statewide priority list.

In an effort to determine if it might be possible to use other than State dollars for funding, we did review the possibility of utilizing Title II Federal safety funds. The existing traffic data indicates that it does not qualify at the present time. Funding options for a reasonably rapid installation do not look too good.

I am sorry I cannot be more positive about the signal because I also feel that it would be desirable to take advantage of your Urban Renewal Commission's offer. I would like to discuss this matter with you. After you have had a chance to receive this letter I will call you the first part of next week.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RECEIVED
STATE HWY ENGR
AUG 18 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

bc: H. S. Coulter ✓
C. O. Fredrickson

Form 734-3122

1981 Pacific Hwy. E. @ Hayesville Dr. NE Sec. in Salem. 9394
(Traffic Signal Installation)

C&A 7467 4-17-81

9394.

STATE COPY

kke

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 9/18/84	REPORT MADE BY 9-18-84 W. H. Kappus, Area Engineer		PROJECT NO. HES-26(24)
COMPLETION DATE (Actual) 7/7/82	ACCEPTANCE DATE BY CONRTACT AGENCY 11/9/82	TIME ELAPSED 80 %	CONTRACT TIME 90 CD

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY. EAST AT HAYSVILLE DR. NE.
PACIFIC HWY. EAST (SALEM)
Traffic Signal Installation

This project provided for the installation of a traffic signal at the subject intersection.

There were no major overruns or underruns and no contract claims. 69 days were used in completing the work.

A final inspection of the completed project was made July 12, 1982.

NOTED
W. E. SCHWARTZ

cy
10/4

RECEIVED
STATE HWY ENGR
OCT 2 '84
REFER TO
Fredricksson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus	Original Signed By WILLIAM H. KAPPUS Area Engineer	SIGNATURE Glenn Hossner	Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	DATE 9/28/84	TITLE Field Operations Engineer	DATE 10/1/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9394

B

12-2-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Bugge Investment Co. dba Columbia West Materials & Constructors Co. No. 9328	N.Col. Way/N. Col. Blvd./N. Portland Rd. Intchge. Ramp Multnomah County	November 8, 1982
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Sims Electric, Inc. No. 9348	Main St.-Campbell St. (Baker) Baker County	November 9, 1982
E.H. Itschner Co. No. 9461	Shaniko Rock Production Wasco County	November 9, 1982
Linnco Electric Co. No. 9394	Pac.Hwy. E.@ Hayesville Dr. NE (Salem) Marion County	November 9, 1982
Olson's Mechanical & Heavy Rigging No. 9517	Catching Slough Bridge Coos County	November 9, 1982
Gresham Paving, Inc. No. 9255	N. Main Ave.-NE Elliott Ave. & N. Main Ave.-NE Kelly Ave. (Gresham) Multnomah County	November 9, 1982
Schrader Const. Co., Inc. No. 9119	W. Intchge., Sellwood Bridge Multnomah County	November 10, 1982
Hertz Electric, Inc. No. 9246	SW Cedar Hills Blvd. @ SW Butner/Barnes Rd. Washington County	November 15, 1982
Sims Electric, Inc. No. 9393	Old Hwy. 20 @ "A" St. (Toledo) Lincoln County	November 15, 1982
Auburn Const. Co. No. 9346	McFee Cr. (Midway Rd.) Bridge Washington County	November 16, 1982
Tice Electric Co. No. 9329	Cascade Hwy. S. @ Gaffney Lane & Beavercreek Rd. @ Fred Meyer Access Clackamas County	November 18, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Electric Corp. No. 9449	Pac. Hwy. E. @ Mt. Hood Ave. (Woodburn) Marion County	November 18, 1982
Douglas S. Coats, Inc. No. 9317	Jordan Cr. (Danner) Bridge Malheur County	November 22, 1982
Stukel Rock & Paving, Inc. No. 9229	N. Klamath Falls Intchge.-Jct. Green Springs Hwy. Klamath County	November 23, 1982
Wildish Corvallis Construction Co. No. 9353	Corvallis/Lebanon Hwy. @ Seven Mile Lane Linn County	November 30, 1982
Nelson-Deppe, Inc. No. 9300	Powder River Baker County	November 30, 1982
Roseburg Paving, Inc. No. 9215	Roseburg S.C.L.-Jct. Coos Bay/Roseburg Hwy. Douglas County	November 30, 1982

December 2, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9394

P

November 12, 1982

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

CON 5
#9394

Gentlemen or Ladies:

Contract No. 9394 awarded to Linnco Electric Co. for traffic signal installation on the Pacific Highway East at Hayesville Drive, N.E. in Salem, Marion County, was completed on August 5, 1982, and accepted by the State Highway Division on November 9, 1982.

Final payment in the amount of $1,000 will be released to the contractor after November 17, 1982. The total contract amount is $35,158.60. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Linnco Electric Co.
P. O. Box 925
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

9394 7-22-82 1E

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: PACIFIC HWY. E. @ HAYSEVILLE DR. NE
HIGHWAY: PACIFIC HWY. EAST
COUNTY: MARION

CONTRACT #: 9394
PREFIX #: 24-1067
F.A.P. #: HES-26(24)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	56,176.00	55,158.60	(-1.81%)
Anticipated Items	3,425.00	2,775.00	(-18.98%)
Contingencies	2,643.06	-0-	(-100%)
Engineering	5,373.48	5,873.48	-0-
Total	68,117.54	63,807.08	(-6.3%)

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)

NO SUBSTANCIAL CHANGES WERE ENCOUNTERED THAT MEANINGFULLY AFFECTED THE PROJECT COST.

1 Verstoeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
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ROAD DESIGN SECTION

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9394

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misc

PACIFIC HWY. EAST @ HAYESVILLE DRIVE
PACIFIC HIGHWAY
MARION COUNTY

PREFIX NO: 24-1067
CONTRACT NO: 9394
FAU: HES-26(24)

JOB NARRATIVE

The Pre-Construction Conference was held 1-14-82 with work starting 4-30-82. The Subcontractor removed existing curb and catchbasin and installed a new catchbasin, curb, gutter, and sidewalk with controller base adjacent.

The several utilities were called for location, and the City of Salem informed us that they had a transite water line on the East side of Pacific Hwy. East in conflict with Pole #3. The City came out and removed the existing sidewalk and ramp, and excavated down to find the waterline. They then backfilled the hole and repoured the sidewalk and ramp without leaving any marks for pipe location. We moved the pole to miss the newly poured sidewalk and did miss the waterline. Pole #4, we were informed, was in conflict with telephone and underground power. By moving a few feet, we were able to miss these conflicts. Although underground conflicts were shown on the detail map, it seems that this is a magnet to draw the proposed new pole locations.

The signal pole installation and spanwire work proceeded without any major conflicts except for the area adjacent to the controller and Pole #2. Several large trees were in conflict with the installation of P.G.E. service cable. P.G.E. cut the limbs and installed the drop.

The signals were turned on 6-10-82. It was discovered that the plastic lenses were not giving a full circle of light. They were replaced. The location of the interior-illuminated signs are shown to

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be 3 feet from the left turn signal. This close distance could allow the two heads to hit each other in a wind storm. It is suggested that a pipe extension be added to allow the tether wire to be hooked to the signs.

Project Final Inspection held on 7-12-82.

(Signed) Warren E Mueller
PROJECT MANAGER

9394l

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY. EAST @ HAYESVILLE DR. NE (SALEM)

WEEK ENDING: 9-4-82

SECTION PREFIX: 24-1067

HIGHWAY: PACIFIC EAST

COUNTY: MARION

NAME OF JOB: PAC. HWY. E. @ HAYESVILLE DR. NE

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: LINNCO ELECTRIC CO.

CONTRACT NUMBER: 9394

FEDERAL AID PROJECT NUMBER: HES 26(24)

DATE OF CONTRACT: 10/28/81

DATE WORK STARTED: 4/30/81

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 69

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 77

PROJECT AUTHORIZATION: $ 68,243.15

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 62,283.05

ENGINEERING AUTHORIZATION: $ 5,960.10

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 59,601.00

ENGINEERING COST TO DATE: $ 5,000.00

DATE PROJECT WAS COMPLETED: 7-7-82

ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 4⅓ %

PERCENT OF AUTHORIZATION: 84 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
----------	----------	----------	----------	----------	----------	----------	----------

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	************			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY	**************			

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CONSTRUCTION SECTION

CAS
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 7-7-82
FINAL INSPECTION 7-12-82
SEMI-FINAL SUBMITTED TO REGION 9-2-82
LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM
WARREN E. MUELLER PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

9394

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-83		County Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-26(24)
MODIFICATION NUMBER	11/10/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,800.00	$ 79,543.00
Federal funds	$ 7,920.00	$ 71,588.00
Other revisions		

This modification is made for the following reasons: To include right of way and the construction phases.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of November, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]
Gen. File

Oregon State Highway Division
Salem, Oregon November 5, 1981

Federal Aid Project
No. HES-26(24)

Pacific Hwy. East at Hayesville Dr. N.E. (Salem) Sec.
Pacific Highway East
Marion County

REVISED PROJECT AGREEMENT ESTIMATE
(To include the right of way and construction phases.)

Type Code PE

Preliminary Engineering		All Required	$ 8,800.00

Type Code ROW

Right of Way		All Required	$ 2,500.00

Type Code Y031
Traffic Signal (Pacific Hwy. E. @. Hayesville Dr. N.E.)

Temporary Protection and Direction of Traffic		All Required	$ 875.00
Temporary Signs	213 Sq. Ft.	4.00	852.00
Temporary Barricades	6 Each	45.00	270.00
Flagmen	30 Hours	23.00	690.00
Miscellaneous Street Work		All Required	4,709.00
Traffic Signal Installation, Complete		All Required	48,780.00
			$56,176.00

Anticipated Items

Permanent Pavment Striping	All Required	$ 1,000.00
State Furnished Controller Program & Turn on	All Required	500.00
Signal Controller Testing	All Required	1,925.00
		$ 3,425.00
	SUBTOTAL	$59,601.00
	Engineering	8,642.00
	TOTAL	$68,243.00

Length of Project ------------- 0.00 miles

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 8,800.00	$ 7,920.00	$ 880.00
Right of Way	2,500.00	2,250.00	250.00
Traffic Signal	68,243.00	61,418.00	6,825.00
TOTAL	$79,543.00	$71,588.00	$7,955.00

Group 1	100%
Contract No.	9394
Prefix:	24-1987 24-2528 24-1067

STATE COPY

OMB No. 04-R2089 2

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. - - 12-71	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11/26/80	State Oregon County Marion Project No. HES-26(24)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, Intersection Hayesville Dr. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-6-80	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 8,800.00	FEDERAL FUNDS $ 7,920.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

for Asst. State Highway Engineer
(Title)

~~By~~ XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator NOV 26 1980

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 20, 1980

Federal Aid Project
No. HES-26(24)

Pacific Hwy. E. @ Hayesville Rd. (Salem) Section
SR 99 E in Marion County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$8,800.00
	TOTAL	$8,800.00

Length of Project ------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 8,800.00	$ 7,920.00	$ 880.00
Retain in Program Status			
Contract Work	65,000.00	58,500.00	6,500.00
TOTAL	$73,800.00	$66,420.00	$7,380.00

Group 1-100%
Prefix 24-~~1978~~ 1987

9394

U. S. DEPARTMENT OF TRANSPORTATION
~~FEDERAL~~ HIGHWAY ADMINISTRATION
9-25-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(24)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion
3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division - Salem, OR
4. PROGRAM NO.
5. ITEM NO. 10040
6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 9-25-81
8. FEDERAL ROUTE NUMBER Primary 26
9. STATE ROUTE NUMBER Primary 1E
10. GENERAL LOCATION:
Pacific Highway East at Hayesville Drive N. E. (Salem) Section
11. GENERAL DESCRIPTION OF WORK
Traffic Signal
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permanent Pavement Striping S.F $1,000.
State furnished controller & & Turn on 500
Signal Controller Testing 1,925

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.
Mr. Swan's 9-23-81 request and certifying statements are accepted.
PSE documents for the subject project have been reviewed and are approved at a total estimated cost of $90,500, Federal funds $81,450.
A signed copy of the Title Sheet is returned herewith.

(This is a 20% project)

orig with 10 8

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STATE HWY ENGR
OCT 8'81
REFER TO [illegible]
FOR

14. DATE 9-25-81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9394

1E

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81
Donald L [illegible]

October 22 Bid Letting ______ All Clear Deadline

SECTION Pcific Hwy E @ Hayesville Drive NE
Highway Pacific
County Marion Region II
Type of Work ______ Funds ______
State ____ Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	2 EXC
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:						
Noise Study	☒	☐	☐	☐	☐	

9394 5-12-81 2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(24)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10040

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/81

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Highway East at Hayesville Drive NE (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Program change and Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) Program change

13. REMARKS

As requested in Mr. Swan's letter of 4/24/81 I approve the program change adding right of way to the character of proposed work and you are now authorized to proceed with the actual acquisition of file No. 51906, permanent easement, at a TEC of $2,500 Federal Funds $2,250.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 15 '81
REFER TO Manning
FOR
Info
Inves
R/D
D/R
Sign
Ack
File

14. DATE 5/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9394

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

April 24, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. HES-26(24)
Pacific Hwy. East @ Hayesville Dr. N.E. (Salem) Sec.
Marion County

I hereby request your approval of a program change on the subject project to include in the character of proposed work "Acquisition of Right of Way" which consists of acquiring a permanent easement required for a traffic control facility at an estimated total cost of $2,500.

I further request authorization to proceed with the actual acquisition of the required easement as outlined in red on the enclosed sketch map with revised financing as follows:

Work	Type Code	Total Cost	Federal Funds
P.E.	P.E.	$ 8,800.00	$ 7,920.00
R/W	ROW	2,500.00	2,250.00
Const.	Y031	65,000.00	58,500.00
TOTAL		$ 76,300.00	$65,670.00

No relocation assistance involved in acquiring the easement area. Funds for this request are available from releases in obligations on other projects by final voucher submissions or other actions.

CL:bkc
Enc.
cc: J. Boyd
F. Lowe
R. Bladorn
General Files

Form 734-3122

9394

2

April 17, 1981

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

[illegible]

Attention: Edwin P. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7467

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the installation, maintenance and power consumption for traffic signals on the Pacific Highway East at Hayesville Drive north of Salem.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fhm

Att.

bc Don Harwell (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6-1

TO: H. S. Coulter
State Highway Engineer

DATE: September 18, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to install a multi-phase, actuated traffic signal at the intersection of Pacific Highway East and Hayesville Drive N.E. in the City of Salem.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Highway East at Hayesville Drive N.E. (Salem)	$65,000	$58,500	$6,500

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. George
Traffic Engineer

RHB:ds
Attachments

APPROVED:

For
State Highway Engineer

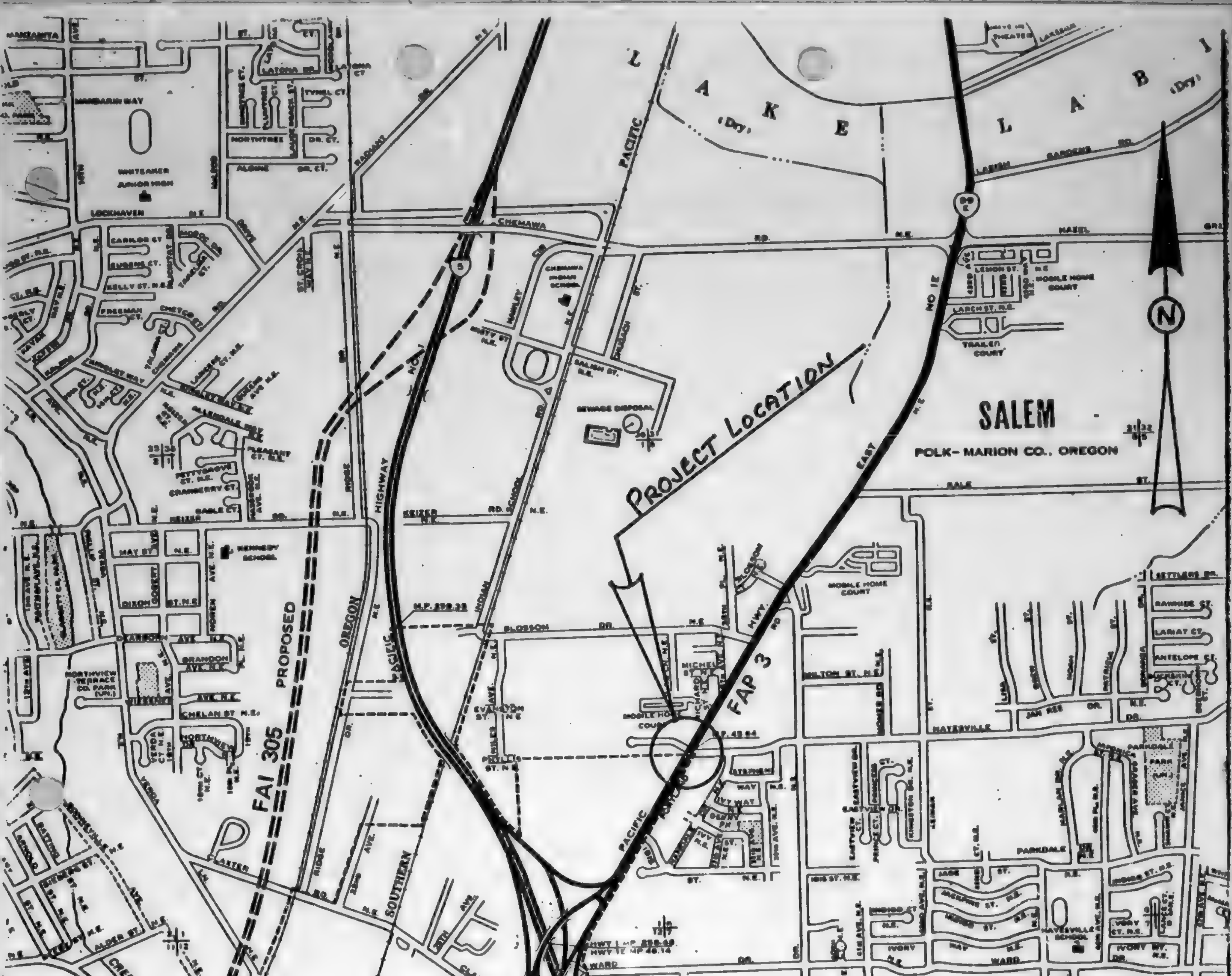
DATE: 9/19/80

orig to Sorensen
cy George

[illegible]

Contains Recycled Materials
81-125-1367

SP*75683-125


LAKE LABISH (Dry)
SALEM
POLK-MARION CO., OREGON
N
PROJECT LOCATION
FAP 3
FAI 305
PROPOSED
OREGON
PACIFIC HIGHWAY
SOUTHERN PACIFIC
EAST NO 1E
CHEMAWA
HAZEL GREEN
KEIZER RD.
SALE
HAYESVILLE
WARD DR.
CLAGGETT CREEK
SILVERTON
LOCKHAVEN
WHITEAKER JUNIOR HIGH
CHEMAWA INDIAN SCHOOL
SEWAGE DISPOSAL
KENNEDY SCHOOL
NORTHVIEW TERRACE CO. PARK
MOBILE HOME COURT
TRAILER COURT
HAYESVILLE SCHOOL
CHEMEKETA COMMUNITY COLLEGE
SACRED HEART ACADEMY
BALL PARK
NORTHGATE PARK
ELECTRIC
BLOSSOM DR.
HYACINTH
CLAXTER RD.
PLEASANT CREEK
LABISH GARDENS RD.

9394

1E

ROAD DESIGN SECTION 378-6558

April 14, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

File No. 51906
Pacific Highway East at Hayesville Drive
[redacted]
Marion County

Attached is a description, an authorization and prints for one file for the subject project, scheduled for September 24, 1981.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

9394 11-6-80 1E

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Pacific Highway East at Hayesville Dr. N.E. (Salem)

HIGHWAY NAME: Pacific East

HIGHWAY NUMBER: 1-E

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Marion

CITY: Salem

LENGTH: 0.1

MILEPOST NUMBER: 45.64 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II - Hazard Elimination

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a multiphase, actuated traffic signal at the intersection of Pacific Highway East and Hayesville Drive in northeast Salem.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakeriig

RECEIVED
NOV 12 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 11,100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 11-6-80

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH		PROPOSED NUMBER AND WIDTH
TRAVEL LANES	99-E: 4 - 12'	Hayesville Dr: 3 - 12	No Change
SHOULDERS	none	2 - 4'±	" "
MEDIANS	1 - 14'	none	" "
PARKING LANES	none	none	" "
SIDEWALKS	2 - 5'	none	" "
BIKEWAYS	2 - 8'	none	" "
INTERCHANGES	none	none	" "
OTHER:	none	none	" "

	YES	NO	MAYBE	Right of Way (cont.)	YES	NO	MAYBE
Channelization	☐	☒	☐	Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type ____________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	1981 (Region)	6.25.81 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

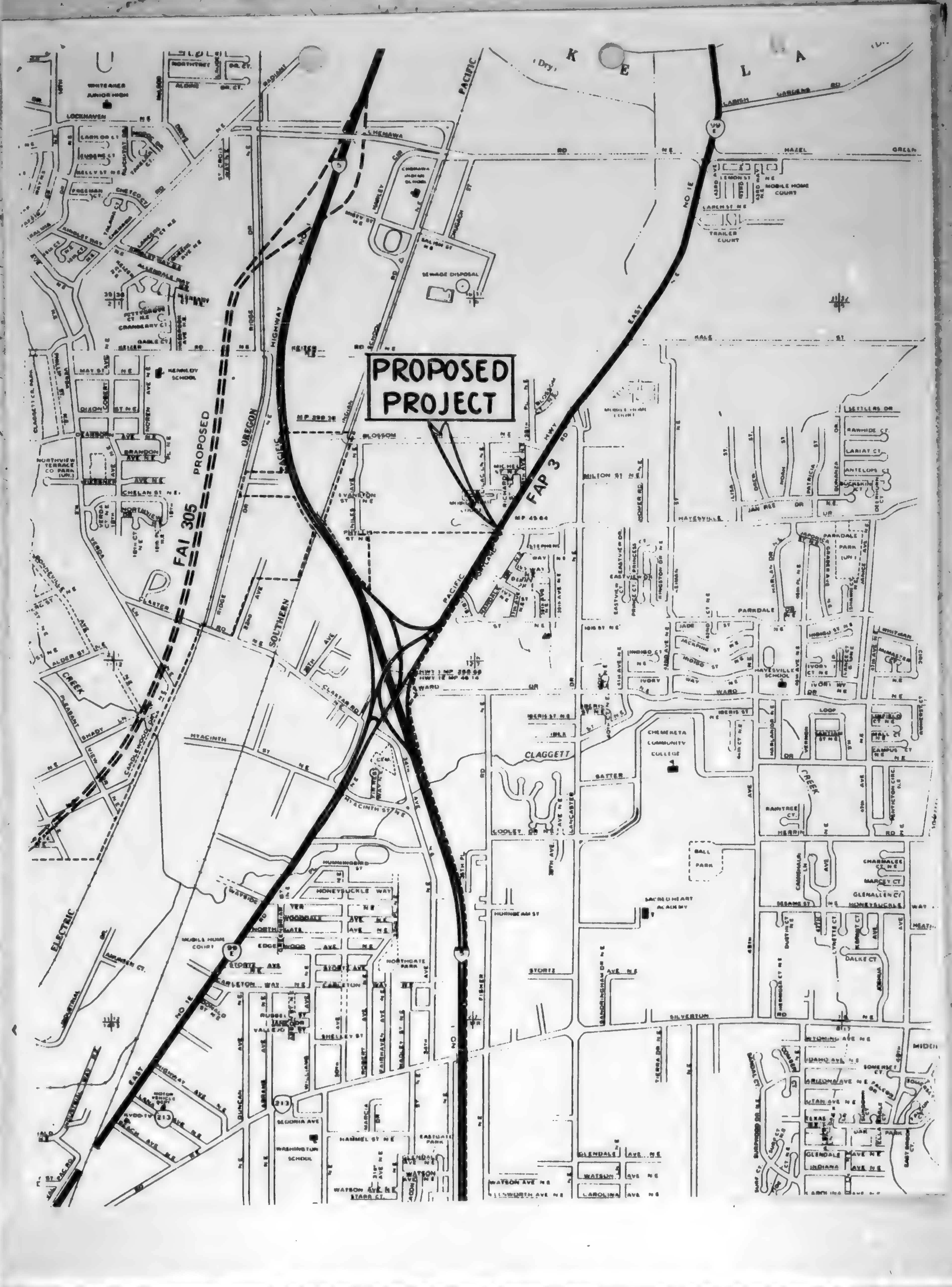
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,500	8.800
RIGHT OF WAY		
TRAFFIC CONTROL	65,000	65.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER ________		
ENGINEERING & CONTINGENCIES	8,500	8.500
PROJECT TOTAL	78,000	82.300

SUBMITTED BY ______________________________

PROPOSED PROJECT
FAI 305
PROPOSED
FAP 3
OREGON
SOUTHERN
PACIFIC
HIGHWAY
PACIFIC HWY
EAST
NO 1E
HAZEL GREEN RD NE
CHEMAWA
CHEMAWA INDIAN SCHOOL
SEWAGE DISPOSAL
MOBILE HOME COURT
TRAILER COURT
WHITEAKER JUNIOR HIGH
LOCKHAVEN NE
KENNEDY SCHOOL
KEIZER RD NE
DIXON ST NE
BLOSSOM
MP 45.64
HAYESVILLE DR NE
MILTON ST NE
HAYESVILLE SCHOOL
PARRDALE
CLAXTER RD
CLAGGETT
CREEK
CHEMEKETA COMMUNITY COLLEGE
HYACINTH ST NE
COOLEY DR NE
BALL PARK
SACRED HEART ACADEMY
ELECTRIC
MOBILE HOME COURT
NORTHGATE PARK
SILVERTON RD
WASHINGTON SCHOOL
GLENDALE AVE NE
WATSON AVE NE
CAROLINA AVE NE
HONEYSUCKLE WAY
LANCASTER
FISHER
(Dry)
K E L A

9394

L. Fuck

1E
45 64

U. S. DEPARTMENT OF TRANSPORTATI · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-6-80

RAL AID PROJECT NO.: HES-26(24)

STATE PROJECT NO.: See Below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 10040

COUNTY NAME: Marion

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11/6/80

FEDERAL ROUTE NUMBER: Primary 26

STATE ROUTE NUMBER: Primary 1 E

GENERAL LOCATION:

Pacific Highway East at Hayesville Drive NE (Salem) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including Utility preparatory work TEC $8,800 - F.F. $7,920
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/16/80.

Warner — May we have our standard A.O.C. agreement for this project?
I think it's in the [illegible] ??
This is now scheduled for August '81
Bruce

NOTED
VERNON L TABERY

NOTED
RICHARD BLADORN

DATE: 11/6/80

SIGNATURE OF APPROVING OFFICIAL: Vernon

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-[illegible]

9394

2,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

October 16, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10040
Project No. HES-26(24)
Pacific Highway East @ Hayesville Drive N.E. (Salem) Sec.
Marion County

Attached support data consists of PR-1 forms with project maps, Authority for Survey, Investigation Report, Traffic Signal Warrant Comparison, pictures, accident data and other traffic data.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval for the project at an estimated total cost of $8,800 with an obligation of $7,920 in Federal Funds.

The section of highway containing this project ranks 200tn on the Urban Priority List that was previously submitted to your office.

DRH:bke
Attachments
cc: L.E. George
C.O. Fredrickson
Gen. Files

Form 734-3122

9394

10-7-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Oregon Transportation Commission and under authority delegated to me to approve Title II projects, I approved the following:

SECTION	ESTIMATED TOTAL COST	FEDERAL FUNDS	STATE SHARE	LOCAL GOVT. FUNDS	APPROVAL DATE
*Harmony Road Guardrail Clackamas County	$39,205	$35,284	0	$3,921	9- 3-80
Mt. Hood Highway at Towle Road (Gresham) Multnomah County	70,000	63,000	$7,000	0	9-15-80
Pacific Highway East at Hayesville Drive NE (Salem) Marion County	65,000	58,500	7,500	0	9-23-80
Columbia River Highway at Umatilla-Stanfield Highway Umatilla County	90,000	81,000	9,000	0	9-17-80
Benton County Pavement Marking Project No. 2	60,000	60,000	0	0	9-30-80

*Project Cancellation

October 7, 1980

H. S. Coulter
State Highway Engineer

10-7-80
orig. to Gunnar
cy George

9314

File No. PRO 6-2
Rd. No. 1E M.P. 45.64
City of
Streets
Rural Urban

Highway - Traffic 378-6537

D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

September 23, 1980

L. E. George
Traffic Engineer

Proposed Project
Title II Hazard Elimination Program
Pacific Highway East at Hayesville Drive NE (Salem)
MP 45.64

Attached is programming data for a project to install a multi-phase traffic signal at the subject location.

The project was approved by the State Highway Engineer under delegated authority on September 19, 1980. The section of highway containing this intersection ranks 200th by computation on the Urban Safety Project Priority List submitted to the FHWA. The proposed work has a favorable benefit/cost ratio.

Please program the project with the FHWA and update the PMS.

NOTED
RICHARD BLADORN

L. E. George
Traffic Engineer

RHB:jrb
Attachment

cc: F. E. Terpin
G. A. Potter
C. O. Fredrickson - Submit Authority for Survey and Prospectus.

NOTED
J. I. IRWIN

NOTED
DWAYNE HOFSTETTER

NOTED
VERNON L TABERY

1981 Lantana Ave.-Witham Hill Dr. 939
Sec. of NW Circle Blvd. in Corvallis.
(Gr., pav., lndscp., sign., illum.)

C+A 5311 5-15-75, 2-25-76, 4-4-79

10,604 2-11-81

10,601 3-25-81

9395

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY	CURRENT DOCUMENT NUMBER
		02	145275
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5595	5/5/87	0001021831-00

City of Corvallis
501 SW Madison AVE
P.O. Box 1083
Corvallis OR 97330

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0790

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09395-011	L03	8016			844010	02	$13,921.90

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION: Final Billing
M 2110 (1) (5) Agreement 5311
Contract 9395
NW Witham Hill Dr - NW Lantana Dr, NW Circle Blvd.

See attched itemized statement

AMOUNT DUE: $13,921.90

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL PRICE

TOTAL AMOUNT DUE $13,921.90

Gary Zehner 378-6011
IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

9395

(ORIGINAL)

to file

FORM APPROVED BY
COMPT OLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-13-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 9/25/81
TO 1/30/85

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
M-2110(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
267,222.23	267,222.23	.8183	218,667.95	218,667.95	-0-
108,908.21	108,908.21	.8183	89,119.59	89,119.59	-0-
376,130.44	376,130.44	.8183	307,787.54	307,787.54	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
10/13/86

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LANTANA AVENUE-WITHAM HILL DRIVE SECTION CITY STREET (CORVALLIS) IN BENTON COUNTY					
	Construction Type Code (6204 Alt. "A") (7104 Alt. "B") Paving (Sta. 3+14.49 to 19+70)					
	Final Contract Payment Summary	Lump Sum			$307,067.76	
	Permanent Pavement Striping	All Required			435.67	
	Adjust water facilities (City of Corvallis)	All Required			1,045.73	
	TOTAL PARTICIPATING TYPE CODE 6204				**$308,549.16**	
	Type Code Y030 Illumination					
	Final Contract Payment Summary	Lump Sum			$ 27,245.00	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$335,794.16**	
	Construction Engineering					
	State	All Required			$ 40,338.95	
	Liquidated Damages	Lump Sum			(150.00)	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 40,188.95**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 147.33	
	TOTAL PARTICIPATING PROJECT COST				**$376,130.44**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWA					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              JUNE 1985       PAGE 294
                                                                                   FISCAL          GRAND TOTAL     ACTIVE YRS
        DESCRIPTION          PREFIX  FUNCTION SUB F. GR  CURRENT MONTH          YEAR TO DATE        TO DATE       BEG    END

                                                                                               M   2110005  33 STATE
LANTANA AVE-WITHAM HILL DR   CONT NO 9395 = FA PROJ NOS M    2110005  67                        238,633.56     82     84
                              302    1004     201   00 P 1  Pay Contractor                       95,679.20     82     83
                              302    1004     201   00 P 8   "     "                               150.00CR    83     83
                              302    1004     203   00 P 1  Er. Liq. Dam.                          435.67      83     83
                              302    1004     270   01 P 1  SFO#1 Permanent Striping             1,045.73      83     83
                              302    1004     285   02 P 1  SFO#2 Adj. water Fac.               35,000.00      82     83
                              302    1004     295   00 N 9  Tr. City                6.24CR     342,965.17CR    82     85
                              302    1004     296   00 N 9   "  St                  6.24       307,965.17      82     85
                              302    1004     298   00 N 9   "  Fed                 8.12        22,197.78      81     85
                              302    1004     900   00 P 1  Const. Engr.                        10,888.80      81     84
                              302    1004     900   00 P 8    "     "                               98.71      83     83
                              302    1004     915   00 P 1  Audit Services                          48.62      83     83
                              302    1004     915   00 P 8    "      "                              95.76      81     84
                              302    1004     920   00 P 1  Prog. Sec.                              47.16      81     84
                              302    1004     920   00 P 8    "    "                                  .09      82     85
                              302    1004     928   00 N 1  Adm. on Ret. .09       20.75CR              .06      82     85
                              302    1004     928   00 N 8   "   "   " .05         10.21CR          1,980.75      82     84
                              302    1004     940   00 P 1  Salem Lab                              975.63      82     84
                              302    1004     940   00 P 8    "    "                                 1.24      82     83
                              302    1004     941   00 P 1  Port Lab.                                 .61      82     83
                              302    1004     941   00 P 8    "    "                               102.70      82     83
                              302    1004     942   00 P 1  Eugene Lab                              50.59      82     83
                              302    1004     942   00 P 8    "     "                              502.85      81     84
                              302    1004     944   00 P 1  Technical Services                     247.66      81     84
                              302    1004     944   00 P 8    "         "                          471.29      82     84
                              302    1004     945   00 P 1  Const. Sec.                            232.12      82     84
                              302    1004     945   00 P 8    "     "                            1,425.58      81     83
                              302    1004     946   00 P 3  Reg. Off. charges                      702.12      81     83
                              302    1004     946   00 P 3    "    "     "                         369.90      81     84
                              302    1004     948   00 P 1  Gen. Const Engr.                        30.41      83     83
                              302    1004     948   00 P 8    "     "     "                        156.16      82     82
                              302    1004     950   00 P 1  Training Courses                        76.92      82     82
                              302    1004     950   00 P 8    "        "            8.12        267,367.68
                                              TOT      P1                                      108,979.84
                                              TOT      P8                 .09      20.75CR            .09
                                              TOT      N1                 .05      10.21CR            .05
                                              TOT      N8
                                          ** JOB TOTALS **                .14  **  22.84CR**    376,347.66  **

                                                                                               M   2110004  09 STATE   12
NW 9TH-SPRR(CORVALLIS)       CONT NO 9419   FA PROJ NOS M   2110004  79 M   2110004   4,740.09   666,918.01     82     84
                              302    1005     201   00 P 1                                      49,723.64      84     84
                              302    1005     201   00 P 2                                      58,154.93      82     83
                              302    1005     201   00 P 8                         6.50            797.57      82     84
                              302    1005     201   00 N 1                                      94,279.93      82     82
                              302    1005     201   00 N 9                                       1,350.00CR    83     83
                              302    1005     203   00 P 1                                            .01      82     83
                              302    1005     204   00 P 1
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 11/12/86 22:34

FEDERAL APPROPRIATION: W32

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: M -2110-003									
F01856									
AGREEMENT TOTALS	311,765.70	139,515.55	170,556.91	81.80	139,515.55	139,515.55	.00		.00
FED PROJ TOTALS	311,765.70	139,515.55	170,556.91		139,515.55	139,515.55	.00		.00
FEDERAL PROJECT: M -2110-004									
F01839									
C09419 -000	4,811.54	26.95	4,811.54						
C09419 -001	192.58	.00	.00						
C09419 -010	1,497.63	.00	.00						
C09419 -011	925,522.44	760,407.05	925,522.44						
AGREEMENT TOTALS	932,024.19	760,434.00	930,333.98	81.83	760,434.00	761,292.30	858.30	B	.00
F01841									
C09419 -000	548.16	.20	145.47-						
C09419 -001	21.94	.00	.00						
C09419 -080	27.12	.00	.00						
C09419 -081	67,400.58	55,034.66	67,400.58						
AGREEMENT TOTALS	67,997.80	55,034.86	67,255.11	81.83	55,200.00	55,034.86	.00		.00
FED PROJ TOTALS	1,000,021.99	815,468.86	997,589.09		815,634.00	816,327.16	858.30	B	.00
FEDERAL PROJECT: M -2110-005									
F01837									
C09395 -000	10.71	.00	10.71						
C09395 -010	.00	.00	.00						
C09395 -011	267,211.52	218,667.95	267,211.52						
AGREEMENT TOTALS	267,222.23	218,667.95	267,222.23	81.83	218,667.95	218,667.95	.00		.00
F01838									
C09395 -000	5.29	.00	5.29						
C09395 -080	.00	.00	.00						
C09395 -081	108,902.92	89,119.59	108,902.92						
AGREEMENT TOTALS	108,908.21	89,119.59	108,908.21	81.83	89,119.59	89,119.59	.00		.00
FED PROJ TOTALS	376,130.44	307,787.54	376,130.44		307,787.54	307,787.54	.00		.00
FEDERAL PROJECT: M -2120-001									
F01847									

11/21/86

JOB COST SUMMARY
EA/ BJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09395	000	933	550	7141	
C09395	000	933	550	7141	
C09395	000 Equip Rental	933	550		
C09395	000	933	Surfacing Design		
C09395	000				
C09395	010		306	0521	
C09395	010		306	0521	
C09395	010	928 CREDIT	306		
C09395	010				
C09395	010				
C09395	011	020	598	8016	
C09395	011	020	598	8016	
C09395	011	020	598	CREDIT	
C09395	011	020	Training CREDIT		
C09395	011				
C09395	080		306	0521	
C09395	080		306	0521	
C09395	080	928 CREDIT	306		
C09395	080				
C09395	080				
C09395	081	020	598	8016	
C09395	081	020	598	8016	
C09395	081	020	598		
C09395	081	020	CREDIT		
C09395	081	TRAINING			
C09395					

```
 JOB COST SUMMARY                                                              PAGE     9
CTIVITY/OBJ-DETAIL CREW-NUMBER
OLL CHARGES ARE LOADED

REW         MSA                 CURRENT                    CURRENT
UMBER       FIELD               MONTH                      BALANCE

                                     .00                        16.00
7141                                 .00                        16.00
7141
                                     .00                        16.00

                                     .00                        16.00

                                     .00                        16.00

                                     .09-                         .09-
0521                                 .09-                         .09-
0521
                                     .09-                         .09-

                                     .09-                         .09-

                                     .09-                         .09-

                                  156.16-                      156.16-
8016                              156.16-                      156.16-
8016
                                  156.16-                      156.16-

                                  156.16-                      156.16-

                                  156.16-                      156.16-

                                     .05-                         .05-
 0521                                .05-                         .05-
 0521
                                     .05-                         .05-

                                     .05-                         .05-

                                     .05-                         .05-

                                   76.92-                       76.92-
 8016                              76.92-                       76.92-
 8016
                                   76.92-                       76.92-

                                   76.92-                       76.92-

                                   76.92-                       76.92-

                                  233.22-                      217.22-
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9395
rll

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 1/25/85	REPORT MADE BY W. H. Kappus, Area Engineer Original Signed By WILLIAM H. KAPPUS Area Engineer		PROJECT NO. M-2110(5)
COMPLETION DATE (Actual) 11/13/82	ACCEPTANCE DATE BY CONRTACT AGENCY 11/26/84	TIME ELAPSED 100.5 %	CONTRACT TIME 210 CWD
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LANTANA AVENUE - WITHAM HILL DRIVE
NW CIRCLE BLVD (CORVALLIS)
Grading, Paving, Landscaping, Signing & Illumination

This project provided for the construction of a two lane facility with a bike path and landscaping.

There were no major overruns or underruns and no contract claims.

A final inspection of the completed project was made December 8, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 31 '85
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Og
2/5

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 1/29/85	TITLE Field Operations Engineer	DATE 1/30/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9395

December 7, 1984

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9395

Gentlemen or Ladies:

On November 28, 1984, we wrote to you concerning release of final payment on Contract No. 9395 awarded to Wildish Corvallis Construction Co. for work on the Lantana Avenue-Witham Hill Drive in Benton County.

The total contract amount is $334,162.76 including $424.20 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Wildish Corvallis Construction Co.
PO Box 987
Corvallis, OR 97339

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

9395 File

11-10-84

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. Contract No. 9380	N.Basin Ave.-N. Going St. Multnomah County	11/2/84
Western Mixing Co. Contract No. 9655	Buford Ridge Rd.-Forest Boundary Wallowa County	11/2/84
Fremont Construction, Inc. Contract No. 9664	Warner Rock Production Lake County	11/6/84
Schrader Const. Co., Inc. Contract No. 9378	Oswego Cr. (Sucker Cr.) Br. Clackamas County	11/9/84
Willamette-Western Corp. Contract No. 9862	Col. R. Br. (S. Channel Br.) Multnomah County	11/15/84
R & R Excavating Co., Inc. Contract No. 9788	Pac. Hwy. W. @ SW 30th Ave. (Portland) Multnomah County	11/19/84
Clarke Electric, Inc. Contract No. 9665	West 1st Ave.-SPTC X'ing. (Eugene) Lane County	11/20/84
Wildish-Corvallis Const. Co. Contract No. 9395	Lantana Ave.-Witham Hill Drive Benton County	11/26/84
The Kaspac Corp. dba Kaspac Industries Contract No. 9544	Dalles, Monmouth-Independence Pavement Marking Project Polk County	11/28/84
Bracelin-Yeager Excavating & Trucking Contract No. 9662	Retz Creek Slide Curry County	11/28/84

Contractor and Contract No.	Section and County	Acceptance Date
Dennis Snyder, Contractor Contract No. 9598	Rainier Slide Columbia County	11/28/84
Hamilton Construction Contract No. 9291	Willamette R.(Marion St.) Br. Polk & Marion Counties	11/30/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$55,809,109.36	$103,871,516.57
Anticipated Costs	$53,945,018.52	$106,294,213.09
% Overrun (Underrun)	-3.3%	+ 2.3%

November 10, 1984

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9395

STATE COPY F

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-150	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2-17-84	County BENTON
MODIFICATION NUMBER 2		Project Number M-2110(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 2, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 366,754.00	$ 377,613.00
Federal funds	$ 300,114.00	$ 309,000.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Henry A. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 9, 1984

FEDERAL AID PROJECT NO. M-2110(5)

LANTANA AVENUE-WITHAM HILL DRIVE SECTION
CITY STREET (CORVALLIS) IN BENTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE (6204 Alt. "A")(7104 Alt. "B")
PAVING (Sta. 3+14.49 to 19+70)

Subtotal of previous estimate of November 27, 1981 $295,886.55

PREVIOUS ESTIMATE

Cement Treated Base Mixture	2,530 Ton	7.77	$ 19,658.10
Portland Cement in CTB	152 Ton	75.00	11,400.00
			$ 31,058.10

REVISED ESTIMATE

Cement Treated Base Mixture	3,267 Ton	7.77	$ 25,384.00
Portland Cement in CTB	187 Ton	75.00	14,025.00
			$ 39,409.00

Increase	$ 8,350.90
SUBTOTAL	304,237.15
Engineering	42,452.85
TOTAL	$346,690.00

TYPE CODE Y030
ILLUMINATION

Total the same as previous estimate of November 27, 1981 $ 30,923.00

Length of Project ------------- 0.31 mi.
Cost of Project Per Mile ------ $1,118,354.83

SUMMARY OF FUNDS (81.83%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Paving	$346,690.00	$283,696.00	$62,994.00
Illumination	30,923.00	25,304.00	5,619.00
TOTAL	$377,613.00	$309,000.00	$68,613.00

Group 1: 67%; Group 8: 33%
Contract No. 9395
Prefix: 302-1938
Prefix: 302-1004

RHZ:pf

9395

STATE COPY

B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-125		County Benton
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12-2-81	Project Number M-2110(5)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 2, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 366,754.00	$ 366,754.00
Federal funds	$ 323,402.00	$ 300,114.00
Other revisions		

This modification is made for the following reasons: to reflect reduction in Federal funds in using Clause "A" pro-rata, per City request.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of December, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon December 7, 1982

Federal-Aid Project
No. M-2110(5)

Lantana Avenue-Witham Hill Drive Section
City Street (Corvallis) in Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code (6204 Alt. "A")(7104 Alt. "B")
Paving (Sta. 3+14.49 to 19+70)

Total the same as previous estimate of November 27, 1981 $335,831.00

Type Code Y030
Illumination

Total the same as previous estimate of November 27, 1981 $ 30,923.00

Length of Project -------- 0.31 mi.
Cost of Project Per Mile--$1,083,325.80

SUMMARY OF FUNDS (81.83%)

Description	Total Cost	Federal Funds	City Funds
Paving	$335,831.00	$274,810.00	$61,021.00
Illumination	30,923.00	25,304.00	5,619.00
TOTAL	$366,754.00	$300,114.00	$66,640.00

Group 1 67%; Group 8 33%
Contract No. 9395
Prefix: 302-1938
Prefix: 302-1004

9345

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-121	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 12/2/81	State Oregon County Benton Project No. M-2110(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lantana Avenue - Witham Hill Drive (Corvallis)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-25-81	0.31
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 366,754.00	FEDERAL FUNDS $ 323,402.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

(Official name of Highway Agency)

By D. Edson

Operation Programming Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator DEC 2 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 27, 1981

Federal Aid Project
No. M-2110(5)

Lantana Avenue-Witham Hill Drive Section
City Street (Corvallis) in Benton County

PROJECT AGREEMENT ESTIMATE

Type Code (6204 Alt. "A") (7104 Alt. "B")
Paving (Sta. 3+14.49 to 19+70)

Mobilization		All Required	$ 24,525.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	76 Sq. Ft.	5.00	380.00
Temporary Barricades	10 Each	80.00	800.00
Flagmen	40 Hour	25.00	1,000.00
Removal of Structures and Obstructions		All Required	950.00
Alternate "A"			
Embankment in Place	16,200 Cu. Yd.	3.00	48,600.00
Cement Treated Base Mixture	2,530 Ton	7.77	19,658.10
Portland Cement in CTB Mixture	152 Ton	75.00	11,400.00
Class "C" Asphalt Concrete	1,222 Ton	27.65	33,788.30
12-inch Culvert Pipe	74 Lin. Ft.	13.00	962.00
18-inch Culvert Pipe	36 Lin. Ft.	17.30	622.80
10-inch Sewer Pipe	314 Lin. Ft.	12.50	3,925.00
12-inch Sewer Pipe	232 Lin. Ft.	13.00	3,016.00
15-inch Sewer Pipe	857 Lin. Ft.	21.65	18,554.05
18-inch Sewer Pipe	931 Lin. Ft.	22.50	20,947.50
Extra for Pipe Under Pavement	25 Lin. Ft.	15.00	375.00
Concrete Manholes	4 Each	1,000.00	4,000.00
Concrete Inlets, Type Curb	9 Each	445.00	4,005.00
Concrete Inlets, Type Field Drain	7 Each	250.00	1,750.00
Concrete Inlets, Type G-2M	2 Each	460.00	920.00
Concrete Inlets, Type D	1 Each	425.00	425.00
Underdrains without Pipe	324 Lin. Ft.	13.40	4,341.60
Concrete Walks	4,035 Sq. Yd.	11.00	44,385.00
Concrete Driveways	7 Sq. Yd.	20.00	140.00

Concrete Curbs	3,500 Lin. Ft.	4.50	15,750.00
Adjusting Manholes	5 Each	350.00	1,750.00
Roadside Seeding and Mulching	5 Acre	500.00	2,500.00
Furnishing and Planting Trees	95 Each	49.00	4,655.00
Furnishing and Planting Shrubs	912 Each	9.60	8,755.20
Soil Conditioner	122 Cu. Yd.	15.00	1,830.00
Bark Mulch	17 Units	124.00	2,108.00
Wood Sign Posts		All Required	1,400.00
Type "C" Signs in Place	34 Sq. Ft.	15.00	510.00
Type "D" Signs in Place	21 Sq. Ft.	15.00	315.00
Type "EE" Signs in Place	8 Sq. Ft.	17.00	136.00
Type "T" Signs in Place	11 Sq. Ft.	23.00	253.00
Type "U" Signs in Place	8 Sq. Ft.	23.00	184.00
Bi-Directional Yellow, Type 1 Markers	100 Each	5.00	500.00
White Type II Markers	130 Each	5.00	650.00
		SUBTOTAL ALT. "A"	$ 291,266.55

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Erosion Control	All Required	2,000.00
City of Corvallis (Water)	All Required	620.00
		$ 4,620.00
	SUBTOTAL	295,886.55
	Engineering	39,944.45
	TOTAL	$ 335,831.00

Type Code Y030
Illumination

Roadway Lighting Poles and Bracket Arms	All Required	$ 12,195.00
Luminaires and Ballasts	All Required	6,300.00
Switching Conduit, Wiring Lamps, Etc.	All Required	8,750.00
	SUBTOTAL	$ 27,245.00
	Engineering	3,678.00
	TOTAL	$ 30,923.00

Length of Project -------- 0.31 mi.
Cost of Project Per Mile - $1,083,325.80

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	City Funds
Paving	$335,831.00	$296,135.00	$39,693.00
Illumination	30,923.00	27,267.00	3,656.00
TOTAL	$366,754.00	$323,402.00	$43,352.00

Group 1 67%; Group 8 33%
Contract No. 9395
Prefix: 302-1938
Prefix: 302-1004

9395

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lantana Ave-Witham Hill Drive
WEEK ENDING: Month of December, 1983
SECTION PREFIX: 302-1004
HIGHWAY: N W Circle Blvd(Corvallis)
COUNTY: Benton
NAME OF JOB: Lantana Ave-Witham Hill Drive
KIND OF WORK: grading, paving, landscaping, signing, illumination
CONTRACTOR: Wildish Corvallis Const. Co.
CONTRACT NUMBER: 9395
FEDERAL AID PROJECT NUMBER: M-2110(5)
DATE OF CONTRACT: Nov. 20, 1981
DATE WORK STARTED: 4/22/82
ESTIMATED COMPLETION DATE: 11/13/82
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN:
SUPERVISION:
SPECIFIED WORK DAYS
SPECIFIED ~~CALENDAR DAYS~~ work 210
WORK DAYS USED
CALENDAR DAYS USED 211
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $367,185.61
EXCLUSIVE OF ENGINEERING: $338,069.57
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ENGINEERING AUTHORIZATION $29,116.04
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $340,000
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ENGINEERING COST TO DATE this week $39,800
DATE PROJECT WAS COMPLETED: 11/13/82
ESTIMATED PERCENT: OVERRUN UNDERRUN + 0.6 %
PERCENT OF AUTHORIZATION 137 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVE.	landscape	signing	illum
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.31	0.31			0.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.31	0.31			0.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	16,200 cy	2,530 ton			1,222 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16,550	3,267			1,230
AVERAGE DAILY QUANTITIES this week					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: dozer___, loader___, blade___, scraper___, backhoe___, roller___, paver___, dump truck___, mixer truck___, curb machine___, tack cart___, water wagon___, flat bed truck____, pkup___, compressor___, jackhammer___, boom truck___, auger truck___.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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DEC 29 1983
CONSTRUCTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Weekly reports submitted on a monthly basis during landscape establishment period.

Third notification was issued on Dec. 19, 1983.

PROJECT COMPLETED

FINAL REPORT

NEXT WEEK:

SIGNED Kenneth D. Karnosh
Kenneth D Karnosh, Res. Engr.
LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9395

302-1938

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-8-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97301

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 2/26/76
TO 9/24/81

FEDERAL AID PROJECT NO.
M-2110(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$146,932.68	$148,360.99	78.19%	$116,003.46	$116,003.46	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
12/8/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. Witham Hill Drive-N.W. Arbol Place (Corvallis) Section City Street in Benton County					
	Preliminary Engineering Type Code P.E.					
	Wilbur Smith & Associates	All	Required		$ 53,171.99	
	Kramer Chin & Mayo Inc.	All	Required		24,819.00	
	City of Corvallis	All	Required		24,106.48	
	State	All	Required		44,791.89	
	Total Participating Preliminary Engineering				$146,889.36	
	Type Code Y070					
	Archeological Salvage	All	Required		732.80	
	Misc. Project Cost					
	Audit Expense	All	Required		525.14	
	Audit Expense (Defense Contract Audit Agency)	All	Required		213.69	
	Total Participating Misc. Project Cost				$ 738.83	
	Total Participating Project Cost				$148,360.99	
	NonParticipating Project Cost					
	City of Corvallis Share of Project	All	Required		(1,428.31)	
	Total Project Cost				$146,932.68	
	Prepared based on Project Costs as shown on Federal Billing as of 11/27/83					
	AMOUNT CARRIED FORWARD					

NOVEMBER 1983 PAGE 596

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

[illegible]RIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
									STATE
2ND ST & 4TH ST (BAKER)	CONT NO	* FA PROJ NOS M	0000032 100				99.79	99.79	
	301	1967	295	00 N 9			99.79CR	1,588.70CR	
	301	1967	296	00 N 9				1,488.91	
	301	1967	298	00 N 9				186.51	
	301	1967	901	00 P 1				413.48	
	301	1967	905	00 P 1				80.27	
	301	1967	920	00 P 1				860.66	
	301	1967	921	00 P 1				10.25	
	301	1967	922	00 P 1				137.32	
	301	1967	923	00 P 1				1,622.49	
			TOT	P1				1,688.49	**
		** JOB TOTALS **				**	**		
									STATE
ARBOR PL-WITHAM HILL DR	CONT NO	* FA PROJ NOS M	2110001 100		for City sh. work by City			1,428.31CR	
	302	1938	294	00 N 1	Credit		1,475.46CR	116.003.46CR	
	302	1938	296	00 N 9	Tr. St. 2,155.56CR		1,475.46	116.003.46	
	302	1938	298	00 N 9	" Fed 2,155.56			5,347.10	
	302	1938	901	00 P 1	Proj. Mgr.			24,106.48	
	302	1938	903	00 P 1	Pay Loc. Govt.			78,204.68	
	302	1938	904	00 P 1	Consult Fee			1,909.60	
	302	1938	905	00 P 1	Fin. Des.			890.22	
	302	1938	907	00 P 1	Pre. Des.			110.68	
	302	1938	910	00 P 1	Soils & Geology			234.74	
	302	1938	911	00 P 1	Signing			87.32	
	302	1938	912	00 P 1	Landscape			62.04	
	302	1938	913	00 P 1	R/w Liaison		24.86CR	139.16	
	302	1938	914	00 P 1	Ut. Liaison			525.14	
	302	1938	915	00 P 1	Audit			136.88	
	302	1938	918	00 P 1	Recon & Hydrology		15.72CR	281.69	
	302	1938	920	00 P 1	Prog. Sec.		247.81CR	1,997.82	
	302	1938	921	00 P 1	Specs.			30,736.65	
	302	1938	923	00 P 1	Env. Sec.			989.40	
	302	1938	950	00 P 1	Training			2,605.79	
	302	1938	980	00 P 1	Pub. Hearing		1.40CR	148.360.96	
			TOT	P1				1,428.31CR	
			TOT	N1			288.40CR**	146.932.68	**
		** JOB TOTALS **				**			
									STATE
HIGHLAND DR-KINGS BLVD	CONT NO	* FA PROJ NOS M	2120001 100					1,339.80CR	
	302	1939	294	00 N 1		2,728.44CR	6,287.17CR	104.551.17CR	
	302	1939	296	00 N 9		2,728.44	6,287.17	104.551.17	
	302	1939	298	00 N 9				7,703.62	
	302	1939	901	00 P 1				95.[illegible]	
	302	1939	902	00 P 1			51.08CR	[illegible]443.8[illegible]	
	302	1939	903	00 P 1				[illegible]285.65	
	302	1939	904	00 P 1					

801 | OREGON STATE HIGHWAY DEPARTMENT | 1[illegible]/29/83
BILLING NUMBER 23 | FHWA BILLING VOUCHER | PAGE 25

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-1955	1	M -0000-004 APPR-W36	66,063.00	76,353.88	75,341.85	85.80	64,643.31	64,643.31		
234-1956	1#	M -9207-001 APPR-W36	76,980.78	90,851.85	89,721.19	85.80	76,980.78	76,980.78		
234-1959	1	M -9282-002 APPR-W36	172,785.00	264,650.25	261,927.41	85.80	224,733.72	172,785.00	51,[illegible]48.72 B	
234-1961	1	RRS -9186-001 APPR-138	450.00	571.38	571.38	90.00	514.24	450.00	64.24 B	
234-1992	1	RRS -A670-001 APPR-138	1,800.00	566.38	256.13	90.00	230.52	230.52		
236-1954	1#	RRO -000S-037 APPR-685	6,271.20	7,215.95	6,968.00	90.00	6,271.20	6,271.20		
2[illegible]-1964	1	SOS -3600-001 APPR-680	22,729.00	30,192.49	30,192.49	85.77	25,896.10	22,729.00	3,167.10 B	
301-1961	1#	M -4950-001 APPR-W32	1,130.55	1,381.58	1,381.58	81.83	1,130.55	1,130.55		
301-1967	1#	M -0000-032 APPR-W32	1,488.91	1,688.49	1,688.49	88.18	1,488.91	1,488.91		
302-1938	1#	M -2110-001 APPR-W32	116,003.46	146,932.68	148,360.99	78.19	116,003.46	116,003.46		
302-1939	1#	M -2120-001 APPR-W32	104,551.17	132,384.45	133,714.25	78.19	104,551.17	104,551.17		
302-1941	1#	M -2110-002 APPR-W32	68,851.13	86,779.82	88,056.19	78.19	68,851.13	68,851.13		
302-1959	1	RRS -2070-002 APPR-138	1,800.00	607.53	533.75	90.00	480.38	480.38		
302-1960	1	PMS -00JS-093 APPR-140	700.00	103.01	103.01	100.00	103.01	103.01		
303-1901	1#	XI -9665-003 APPR-823	92.22	108.49	108.49	85.00	92.22	92.22		
303-1903	1#	XI -9659-003 APPR-823	7,101.38	8,514.69	8,354.56	85.00	7,101.38	7,101.38		
	2#	XIO -9659-003 APPR-772	22,278.00	26,209.41	26,209.41	85.00	22,278.00	22,278.00		
	3#	XIO -9659-003 APPR-580	6,970.00	8,200.00	8,200.00	85.00	6,970.00	6,970.00		
303-1903		PREFIX TOTALS	36,319.38	42,924.10	42,763.97		36,349.38	36,349.38		
303-1904	1	XIO -9718-001 APPR-772	21,845.00	82,911.80	82,842.05	85.00	70,415.74	21,845.00	48,570.74 B	
	2	M -9718-001 APPR-W36	73,616.00	87,056.09	85,697.60	85.80	73,528.54	73,528.54		
	3	XIO -9718-001 APPR-580	58,310.00			85.00				
303-1904		PREFIX TOTALS	153,771.00	169,967.89	168,539.65		143,944.28	95,373.54	48,570.74	
303-1906	1#	XI -9714-003 APPR-823	12,868.41	15,204.41	15,139.30	85.00	12,868.41	12,868.41		
	2	XIO -9714-003 APPR-772	13,658.28	16,068.56	16,068.56	85.00	13,658.28	13,658.28		
303-1906		PREFIX TOTALS	26,526.69	31,272.97	31,207.86		26,526.69	26,526.69		

9395 3-9-83

B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2110(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10205

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/9/83

8. FEDERAL ROUTE NUMBER FAU 2110

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Lantana Avenue - Witham Hill Drive Section

11. GENERAL DESCRIPTION OF WORK

Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 2/10/83 I approve the revised cost to relocate the City of Corvallis' fire hydrant to a TEC of $1,045.73 Federal Funds $922.12.

(Increase TEC $425.73 Federal Funds $376.12)

RECEIVED
STATE HWY ENGR
MAR 11 '83
REFER TO Swan
FOR

nfo	nves	R/D	D/R	Sign	Act	File

Orig #6
3/4

14. DATE 3/9/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9395

B

February 10, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Acting Program Section Manager

NOTED
E. S. HUNTER

SUBJECT: Cost Overrun
Fire Hydrant Relocation
City of Corvallis
N.W. Witham Dr.-N.W. Lantana Ave. (Corvallis) Section
Circle Blvd. (FAU-2110)
Benton County
Project No. M-2110(5)

Reference is made to my letter of August 13, 1981 which submitted an estimate of cost for the relocation of the City of Corvallis' fire hydrant and to your Letter of Approval and/or Authorization, dated October 5, 1981 which approved participation in the estimated cost of $620. Copies of my letter and your PR-1240 are attached.

The relocation of the fire hydrant has been completed and a final billing of cost, in the amount of $1,082.53, received. The final audited cost of $1,045.73 exceeds the estimated cost of $620.00 by $425.73 or 68.67%. The City of Corvallis, in a memo dated December 16, 1982, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The City of Corvallis has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement. A copy of the audit report is attached.

Your approval of federal participation in the final relocation cost of $1,045.73 is requested.

JMC/DES/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Rich Evans
Donnie R. Bedford

RECEIVED
TECHNICAL SERVICES
FEB 17 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9395 1-17-83 302-1004 Corvallis

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: ~~Lantana Ave.-Witham Hill Drive~~
Highway: Circle Blvd(Corvallis)
County: Benton

Contract: 9395
prefix: 302-1004
FA No. M-2110(5)

Item #	unit	Original	Semi-final	% + or -
SUMMARY				
Bid items	$	318,511.55	330,049.28	+ 4
Anticipated items		5,000	3,082.53	- 38
Contingencies		14,558.02	3,288.00	- 77
Engineering		29,116.04	30,500	+ 5
Total		367,185.61	366,919.81	-

All substantial charges were evaluated and only those listed below meaningfully affected the total project costs:

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item #		unit	Original	Semi-final	% + or -
8	Cement treated base mix Underestimated.	ton	2,530	3,267	+ 29
9	Cement in CTB mix Same as item 8.	ton	152	184	+ 22

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
RECEIVED
ROAD DESIGN SECTION
Do Not File
Return To
Action

302-1004

NARRATIVE REPORT
Lantana Avenue-Witham Hill Drive
Circle Boulevard(Corvallis)
Benton County Contract 9395

Bids for this project were opened on October 22, 1981, and the contract was awarded to Wildish Corvallis Construction Company. The low bid was for asphalt concrete/cement treated base surfacing in lieu of Portland cement concrete pavement/cement treated soil. Work started on April 22, 1982, and the project was completed on November 13, 1982, except for plant establishment.

This project was designed by a consultant through the City of Corvallis and many of the specifications are based upon normal city practices.

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC
This project involved constructing a new section of city street, so the only potential traffic conflicts were at the ends. The most bothersome problem was the local residents who sawed down, or otherwise removed, the advance construction signs at the start of the project.

Traffic on the existing street connection was controlled by cones and flagmen for the movement of trucks during surfacing operations.

DRAINAGE
This project was set up with no separate payment for trench excavation, bedding, and backfill material, or filter fabric. This significantly simplified the notekeeping for pipework. I would recommend this method for simple projects.

The contractor utilized precast manhole bases upon approval by the city which worked quite well.

CURBS
Curb was cast directly on the cement treated base. The contractor placed a section of CTB to bottom curb elevation on both sides of the road. The curb extruding machine was used to cut CTB to grade at time of CTB placement. After the curb was cast, he placed the remainder of the CTB.

Both contractor and city personnel were concerned that the curb would bond to the CTB and would show random cracking. So far, most contraction joints seem to be working and only one significicent crack has formed outside the contraction joints.

We should have specified commercial mix structural concrete for this work, which would have minimized plant inspection.

ILLUMINATION
Laminated wood illumination standard were installed on this project and look very nice in this park-type area.

The electrical contractor complained about the vague references to meter bases, circuit breakers, and breaker panel in the plans and specifications. We should be somewhat more specific on other plans.

LANDSCAPING
Douglas(Black)Hawthorne and Creeping Snowberry plants were not available, so

Washington Hawthorne and Hancock Snowberry were used instead.

PROJECT COMPLETION
The contractor used one day past the 210 calendar workdays set up for project completion. Additionally, a suspension of work order was issued from September 15 to October 31 to allow plants to enter dormancy before transplanting.

The contractor has not indicated an intent to file any claims on this project.

Kenneth D. Karnosh

Kenneth D Karnosh
Project Manager
Jan 17, 1983

9395

Corvallis

ROAD DESIGN SECTION

Ken Karnosh
Project Manager

Merle Anderson
Merle Anderson
Landscape Architect

September 20, 1982

Lantana Avenue-Witham Hill Drive
NW Circle Blvd. (FAUS 2110)
Contract No. 9395
Re: Landscape Plantings

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

As we discussed on the phone, the contractor wants to wait until later to dig plant material that will be used on the project. I agree that waiting until October to dig the plants will increase their survival rate and is desirable. Due to some of the specified plant material not being available from other sources, I recommend we extend the time to allow for a later planting.

MA:kg

9395

Corvallis

DES 20

ROAD DESIGN SECTION

Kenneth D. Karnosh
Project Manager

Merlyn Anderson
Merlyn Anderson
Landscape Architect

March 23, 1982

Lantana Ave.-Witham Hill Dr.
Circle Blvd. (Corvallis)
Contract 9395
Plant Substitution

Versteeg
Anderson
Adams
1 Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
MAR 25 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

1. The 91 Rosa Multiflora 'Thornless' are available and can be obtained from Staab Nursery, Rt. 1, Box 976, Boring, Oregon 97009, Phone 663-4011.
2. The 31 Crataegus Douglasii are not available. Crataegus Phaenopyrum-(Washington Hawthorn) is an acceptable substitute.
3. The 174 Symphoricarpos Mollis are not available. Symphoricarpos Chenaultii 'Hancock'-(Hancock Snowberry) is an acceptable substitute.

As long as the substituted plants are as large or larger than what was specified for the original plants, there should be no price differential.

We reviewed these changes by telephone with the consultant that prepared the project, Kramer, Chin & Mayo, Inc., for the City of Corvallis. They were agreeable to the substitutions providing the specified plants were not available.

MA:rw

RECEIVED
MAR 23 1982
KENNETH D. KARNOSH
RES. ENGR.

9395

302-1003

STATE OF OREGON

INTEROFFICE MEMO

DEPT. ____ TELEPHONE ____

TO: G W Wimer
Region 2 Const. Engr., Salem

DATE: March 2, 1982

Kenneth D. Karnosh

FROM: Kenneth D Karnosh
Project Mgr., Albany

REG CNT ENGINEER
RECEIVED
MAR 5 1982
FILE [✓ RE] [✓ CE] [✓ PME] PTE RDE
ULE GEO RSO ENV RFE
Jm

SUBJECT: Lantana Ave.-Witham Hill Dr.
Circle Blvd.(Corvallis)
Contract 9395
Plant substitutions

Attached is a letter from the landscape contractor on the subject project listing probable substitutions for plant materials for which they cannot find a source of supply.

Please transmit this letter to Merlyn Anderson to answer three questions.

1. Are there any known suppliers of the specified plants ?

2. If not, are the suggested substitutions acceptable ?

3. Should we be looking at a price differential for the substitutions ?

49.00
9.60

Please advise.

cc Merle Anderson w/attach Please give us some guidance. G Wimer

RECEIVED
MAR 4 1982
ROAD DESIGN SECTION

___ Versteeg
✓ Anderson
___ Adams
1 Olson
___ Sullivan
___ Terpin
___ Trout
___ Wohlertig

Do Not File [ ]
Return To ____
Bring ____/____
Action ____

91-125-1387

A & G WASHBURN INC.
35886 Willama Vista • Pleasant Hill, OR 97401 • Phone: 747-9371

Feb. 24, 1982

Mr. Mike Wildish
Wildish Construction
P. O. Box 7428
Eugene, Ore. 97401

Subject: Plant Substitutes for Atlanta Ave, Witham Hill Drive, Section of N. W. Circle Blvd, FAU 2110, City of Corvallis

Dear Mike,

As of our conversation the 24th of Feb, we have been unable to find all of the plants that have been requested for the above mentioned project. Unless there are other sources that we are unaware of we are submitting the following changes for approval:

91 Rosa Multiflora Thornless will need to be substituted to Hansa, persian yellow or Austrian copper.

31 Black Hawthorne- substituted to English or Washington Hawthorne.

174 symphoricarpog Mollis- substitute- Hancock snowberry

Please notify us as soon as possible regarding the changes so that these plants may be secured. If you have any question, please let us know.

Sincerely,
Gary Washburn
Gary Washburn
A & G Washburn Inc.

RECEIVED
MAR 3 1982
KENNETH D. KARNOSH
RES. ENGR.

Form E-20 (Rev. 9-71)

9395

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

CANCELLED
Contract 9395 10-22-81

Section Arbol Place - Witham Hill Drive (Corvallis)

Highway Circle Boulevard FAU 2110 #2

County Benton

Date November 20, 1981

Authorization No. 6

Survey Prefix 302-1938 (Assigned by Salem office)

Description of termini, route, length, etc.:
The project is the extension of Circle Blvd. from Arbol Place to Witham Hill Drive. Project length, 1800 feet.

Purpose of Survey:
Review Plans, Specifications & Cost Estimate and let a construction project.

Estimate of Costs:

Resident Engineer	(901)	$5,300
Paym't to Local Government	(903)	25,000
Consultant Fees	(904)	75,526
Final Design	(905)	2,000
Preliminary Design	(907)	900
Soils & Geology	(910)	200
Traffic	(911)	250
R/W Liaison	(913)	100
Utility Liaison	(914)	150
Audits by Acct'g. Section	(915)	100
Recon. & Hydrology	(918)	150
Project Management	(920)	200
Specifications	(921)	2,000
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	30,950
Training & Seminars	(950)	1,000
Public Hearings	(980)	2,600

M-2110(1)
11-30-81

Balanced Out

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$146,476
Previous authorization	127,570
Additional authorization requested	18,906
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
P. Lewellyn, Costs & Records Spec. Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
E J Hunter
Assistant State Highway Engineer

KEH
WR

SP*23004-734

/ 9395

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION (503) 757-6941

November 18, 1981

D.E. Swan
Operation Programming Engineer
Oregon State Highway Division
206 Transportation Building
Salem, Oregon 97310

N.W. CIRCLE BLVD.: LANTANA-WITHAM HILL SECTION FAU 2110 (74-588)
N.E. CIRCLE BLVD.: 9TH-S.P.R.R. SECTION FAU 2110 (74-589)

Forwarded herewith are the limited power of attorney, local government investment pool covering the City's advance deposit for (1) the construction of the N.W. Circle Boulevard FAU 2110 project and (2) the acquisition of the Stoaks property located at the Southeast corner of N.w. 9th and Circle Blvd. The City of Corvallis has established accounts in a Local Government Investment Pool in the amount of $35,000 and $127,500 for the two respective projects.

Please call me at 757-6941 if you have any additional questions in this regard.

A. GORDON WYATT
PRINCIPAL ENGINEER

cb
cc: Finance Director
City Engineer

enclosures

9395 D

October 23, 1981

ACC

A. Gordon Wyatt, Principal Engineer
Public Works Department
City of Corvallis
501 S.W. Madison Avenue
Corvallis, Oregon 97330

Dear Gordon:

On October 22, 1981 we received a satisfactory bid from Wildish Corvallis Construction Co., P.O. Box 987, Corvallis, Oregon 97330 for Lantana Avenue-Witham Hill Dr. on N.W. Circle Blvd. in Corvallis. We anticipate the construction cost to be:

Contractor's Bid		$318,511.55
Anticipated Additional Items:		
Permanent Pavement Striping	$2,000.00	
Temporary Erosion Control	2,000.00	
Corvallis Water	1,000.00	$ 5,000.00
		$323,511.55
4 1/2% Contingencies		14,558.02
9% Engineering		29,116.02
ESTIMATED TOTAL COST		$367,185.61

CITY'S SHARE: 9% of $367,185.61 = $33,046.70

CITY'S ADVANCE DEPOSIT = $35,000.00

As you requested in your October 22, 1981 meeting with Gary Zehner of our office, your advance deposit is $35,000 and should arrive not later than November 13, 1981.

On the attached sheet we have described three methods of advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan
Operation Programming Engineer

Rec'd LGIP
11-20-81
per Jan Peterson

KEH:pf
Attachment

bcc w/AD # 977: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 977 when advance deposit is received.

9395

HIGHWAY DIVISION - ODOT

FILE

October 13, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 22, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 22, 1981 on the following projects:

1. S.E. King Road @ S.E. Price Fuller Road
   S.E. Portland, Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S.E. Harmony Road @ S.E. Price Fuller Road
   S.E. Harmony Road, Clackamas County
   Traffic Signals

   Same as No. 1.

3. Rogue Valley Highway @ Valley View Road
   Talent, Jackson County
   Traffic Signals

   Same as No. 1.

4. Old Highway 20 @ "A" Street
   Toledo Frontage Road Highway, Lincoln County
   Traffic Signals

   Same as No. 1.

5. Pacific Highway East @ Hayesville Drive N.E.
   Salem, Marion County
   Traffic Signals

   Same as No. 1.

6. Lantana Avenue-Witham Hill Drive
N.W. Circle Blvd., Benton County
Grading and Paving

Five-foot sidewalks on each side of the street and a ten-foot independent bikeway on the south side of the street will be constructed.

7. Clackamas Highway-32nd Avenue (milwaukie)
Harrison Street, Clackamas County
Paving and Traffic Signals

Turn lane construction. Two eleven- and two twelve-foot lanes with two-foot median. Five-foot sidewalks with ramps will be constructed to replace existing walk.

8. Oatfield Road @ S.E. Thiessen Road (Milwaukie)
Oatfield Road, Clackamas County
Grading and Paving

Turn lane construction. Three lanes of variable width with two-foot median on both Oatfield and Thiessen. Five-foot sidewalks with ramps to be constructed on Thiessen and the east side of Oatfield. The existing six-foot bicycle path on the west side of Oatfield will not be disturbed.

9. Willow Creek Bridges
Willow Creek Road, Malheur County
Structures

Twenty-four-foot aggregate roadway on approaches with twenty-three-and-one-half-foot roadway on structures.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

10. Abiqua Creek Bridge
County Road A590, Marion County
Structure

Twelve-foot lanes with four-foot shoulders on approaches and structure.

Same as No. 9.

11. Fariss Road-Powell Blvd. (Gresham)
N.W. Eastman Avenue, Multnomah County
Grading and Paving

Four lane with fourteen-foot median with left-turn areas. Four-foot shoulder bikeways and six-foot sidewalks will be constructed.

12. N.W. Thurman Street-S.W. Columbia Street (Portland)
    City Streets, Multnomah County
    Traffic Signals

    Intersection improvement with minor street widening. Four-foot sidewalks will be constructed.

13. Portland South Waterfront Development
    S.W. Front Avenue and Montgomery Street, Multnomah County
    Grading, Paving and Signals

    Widening, intersection improvement and adjusting traffic patterns. Six-to-twelve-foot sidewalks being constructed.

14. W. Burnside Street @ S.W. Tichner Brive (Portland)
    W. Burnside Street, Multnomah County
    Grading and Paving

    Intersection improvement. Six-foot sidewalk to be constructed along the north side of S.W. Tichner Drive.

15. Denney Road - Hart Road (Beaverton)
    Hall Blvd., Washington County
    Grading and Paving

    Left-turn construction. Lanes eleven-to-twelve-foot wide with two-to-seven-foot shoulders.

    Same as No. 9.

16. Cancelled on this letting

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9395 10-5-81 6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2110(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Benton
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10205
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/5/81
8. FEDERAL ROUTE NUMBER FAU 2110
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION: Lantana Avenue - Witham Hill Drive Section
11. GENERAL DESCRIPTION OF WORK Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 8/13/81 you are now authorized to proceed with the actual adjustments of the City of Corvallis' water facilities (relocate fire hydrant) on an actual cost basis estimated to be $620 Federal Funds $546.

I approve the agreement with the City of Corvallis.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

STATE
OCT 30 '81
REFER TO Moehring
FOR
Info | Sign | Act

11/2

14. DATE 10/5/81
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9395

9-25-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV~~AL AND~~/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2110(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Benton

3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 10205

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE 9-25-81

8. FEDERAL ROUTE NUMBER FAU 2110

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Lantana Avenue - Witham Hill Dr. Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement and illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permanent pavement S.F. $2,000
Temporary Erosion Control $2,000

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9-23-81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $442,603, Federal Funds $390,286.

A signed copy of the Title Sheet is returned herewith.

(80% money)

RECEIVED
STATE HWY ENGR
OCT 8'81
REFER TO
FOR

14. DATE 9/25/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9345

Section Lantana Ave - witha[illegible]ill Dr. Programmi[illegible] Estimate $

Highway City Street 9-21-81 Project Length 0.36 miles

County Bruton Completion Time 210 Calendar Work Da.

Kind of Work Grade, Pave, Ill. and Signing Est. Comp. Date 9-18-82

Prefix 302-1938 Letting Date Oct 22, 81 Project No. M-2110 (5)

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt "A"	Alt. "B"
Estimated Contract Amount		$ $388,337^{50}$	$388,543^{00}$
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping	2,000 ✓		
Temporary Pavement Striping			
Remove Pavement Striping (Exist. & Temp.)			
Temporary Erosion Control	2,000 ✓		
State Furnished			
Roadside Seeding & Mulching		$ 5000	5,000
Asphalt Cement Adjustment			
On the Job Trainees			
State Responsibility for Damages			
Signal Controller Testing (Engineering)			
"OPTICOM" Testing (Engineering)			
Bikeway Signs			
Adjust Utilities:			
Corvallis Water	1,000		
Subtotal		$ $393,337^{50}$	$393,543^{00}$
Contingencies (4-1/2%)		$17,700^{19}$	$17,709^{44}$
Engineering (~~8~~, 9, ~~10~~%)		$35,400^{38}$	$35,418^{87}$
Subtotal -		$ $446,438^{07}$	$446,671^{31}$
~~[illegible]~~			
Estimated Net Authorization, Construction		$ $446\ 438^{07}$	$446,671^{31}$

APPROVED

cc: Phil Stearns

J H [illegible]

Road Design Engineer

APPROVED

[illegible] K. Walters

Acting FINAL DESIGN ENGR.

Rec'd
9-21-81
G

Rev. 3/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: Lantana Ave. - Witham Hill Dr. Section

County: Benton

Sheet 1 of 4

Kind of Work: Grading, Paving, Landscaping Signing & ~~Signal~~ Illum.

Length: 0.36

Date: 9/10/81

Name: Bill Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	COST ANALYSIS UNIT. 9-17-81 THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 10-22-81					
1	Mobilization		All	All	—	15,000.00
2	Temporary Protection and Direction of Traffic		All	All	—	2000.00
3	Temporary Signs		Sq. Ft	76	7 -	532.00
4	Temporary Barricades		Each	10	100 -	1,000.00
5	Flagmen		Hour	40	22 -	880.00
	Roadway					
6	Removal of Structures and Obstructions		All	All	—	2500.00
						[illegible]912
	Alternate "A"					
	Items 7 through 10 incl.					
7	Embankment in Place		Cu. Yd	16,200	4 -	64,800
8	Cement Treated Base Mixture		Ton	2,530	10 -	25,300.00
9	Portland Cement in CTB Mixture		Ton	152	100 -	15,200.00
10	Class "C" Asphalt Concrete		Ton	1,222	29 -	35,438.00
						140,738

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Lantana Ave. - Witham Hill Dr. Section	County: Benton	Sheet 2 of 4	
Kind of Work: Grading, Paving, Landscaping, Signing & ~~Signals~~ Illum.	Length: 0.36	Date: 9/11/81	Name: Bergplatt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Alternate "B" Items 11 through 15 incl.					
11	Embankment in Place		Cu. Yd.	16,436	4 -	65,744.00
12	Cement Treated Subgrade		Sq. Yd.	6,746	1.25	8,432.50
13	Cement for Treated Subgrade		Ton	88	100 -	8,800.00
14	Plain Concrete Pavement		Sq. Yd.	5,454	10.50	57,267.00
15	Class "C" Asphalt Concrete		Ton	20	35.00	700.00
						140,943.50
16	12-inch Culvert Pipe		Lin. Ft.	74	15 -	1,110.00
17	18-inch Culvert Pipe		Lin Ft.	36	20 -	720.00
18	10-inch Sewer Pipe		Lin. Ft.	314	15 -	4,710.00
19	12-inch Sewer Pipe		Lin. Ft.	232	18 -	4,176.00
20	15-inch Sewer Pipe		Lin. Ft.	857	22 -	18,854.00
21	18-inch Sewer Pipe		Lin. Ft.	931	33 -	30,723.00
22	Extra for Pipe Under Pavement		Lin. Ft.	25	20 -	500.00
23	Concrete Manholes		Each	4	1200 -	4,800.00
24	Concrete Inlets, Type Curb		Each	9	700 -	6,300.00
25	Concrete Inlets, Type Field Drain		Each	7	350 -	2,450.00
26	Concrete Inlets, Type G-2M		Each	2	600 -	1,200.00
27	Concrete Inlets, Type D		Each	1	600 -	600.00

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Lantana Ave - Whitham Hill Dr. Section

Kind of Work

County Benton

Sheet 3 of 4

Length 036

Date 9/11/81

Name Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
28	Underdrains without Pipe		Lin. Ft.	324	7^{00}	2,268^{00}
29	Concrete Walks		Sq. Yd.	4,035	15 –	60,525^{00}
30	Concrete Driveways		Sq. Yd.	7	22 –	154^{00}
31	Concrete Curbs		Lin. Ft.	3,500	5 –	17,500^{00}
32	Adjusting Manholes		Each	5	250 –	1,250^{00}
	Signing					
33	Wood Sign Posts		All	All	—	750^{00}
34	Type 'C' Signs in Place		Sq. Ft.	34	20 –	680^{00}
35	Type 'D' Signs in Place		Sq. Ft.	21	20 –	420^{00}
36	Type 'EE' Signs in Place		Sq. Ft.	8	20 –	160^{00}
37	Type 'T' Signs in Place		Sq. Ft.	11	20 –	220^{00}
38	Type 'U' Signs in Place		Sq. Ft.	8	20 –	160^{00}
39	Bi-Directional Yellow, Type I Markers		Each	100	5 –	500^{00}
40	White, Type II Markers		Each	130	2^{50}	325^{00}

734-1736 (8-81)

T

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section: Lanta Ave. - Whitham Hill Dr. Section
County: Benton
Sheet 4 of 4
Kind of Work:
Length: 0.36
Date: 9/1/81
Name: Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Illumination					
41	Roadway Lighting Poles and Bracket Arms		All	All	—	13,500.00
42	Luminaires and Ballasts		All	All	—	9,500.00
43	Switching Conduit, Wiring lamps, Etc.		All	All	—	11,000.00
	Landscaping					
44	Roadside Seeding and Mulching		Acre	5	1000 —	5,000.00
45	Furnishing and Planting Trees		Each	95	100 —	9,500.00
46	Furnishing and Planting Shrubs		Each	912	15 —	13,680.00
	Soil Conditioner		C.Y.	122	10 —	1,220.00
	Bark Mulch		Units	17	72.50	1,232.50
						225,687.50

9395

Corvallis

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81
Donald L Rout

John

October 22 Bid Letting ____________ All Clear Deadline

SECTION NW Lantana-Witham Hill (Corvallis)
Highway FAU 2110
County Benton Region II
Type of Work ____________ Funds ______
State ___ Consultant ___ Plans Avail. ___ Yes ___ No
~~Const Noise~~

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☒
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

9395

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10205
Project No. M-2110(5)
Lantana Ave.-Witham Hill Dr. Section
Benton County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 22, 1981.

A copy of the State Clearinghouse A-95 review was previously forwarded.

This project is expected to be funded from the unobligated FY '81 80% limitation.

DRH:bkc
Attachments

cc: C.O. Fredrickson
Gary Zehner w/att
General Files

W

Form 734-3122

Budget Bureau No. 41-R2067;

U.S.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 9-14-81

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., N.W. Circle Blvd. (Corvallis) 65	ADT	PRESENT ----- (66)	FUTURE ---- (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H-T Pave. & Illum. 62	NATL. FOREST (63) (65)	FR ROUTE NO. (66)	SUPV AGCY	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 7 2110

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Benton
	NAME OF URBAN AREA 17-31 Corvallis	ROUTE NO. U · FEDERAL-AID 2110 · STATE City St. · U.S. ----

CO 00 (14)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16	41	42	43 46	50		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6204/7104 Y030		"Lantana Ave.-Witham Hill Dr. Section"	0.314	440,000	387,990		52,010

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.314	440,000	387,990		52,010
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data: Item No. U-
M-2110(1).

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

9-14-81

CT LOCATION (45 typewriter spaces) y St., N.W. Circle Blvd. (Corvallis)	ADT	PRESENT -----	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 10205

									PROJECT NUMBER			I. Projects Only	
ORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
. & Illum.								M-	2110	(5)		

Urban System

Corvallis

COUNTY NAME	Benton			CODE 003		PROGRAM STAGE	
ROUTE NO.	U	FEDERAL-AID 2110	STATE City St.	U.S. ----		☐ 1 OR ☐ 2	

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST ODE) 204/7104 Y030		"Lantana Ave.-Witham Hill Dr. Section"	0.314	440,000	387,990		52,010	ROW-80' normal; Access Control-partial; Parking Restrictions-partial.
	DRH	PROJECT TOTALS	0.314	440,000	387,990		52,010	

ROVAL DATES

REMARKS

Additional Data: Item No. U-66; Project No. M-2110(1).

-over-

USCOMM DUSCOMM-DC 48905-P61

Lantana Ave.-Witham Hill Dr. Section
Project No. M-2110(5)

Remarks continued:

Project Data: Work under this project is to provide a basic two lane curbed section with an independent bikeway, requiring grade, drain, high-type pavement, illumination, utility adjustments as required and incidental work common to this type of project.

Data for PR-37:

6204/7104	(Gr. Dr. & H-T Pave.)	$400,000
Y030	(Illumination)	$ 40,000

Accommodation of Utilities: A State-City Agreement No. 5311 complying with paragraph 6d(1) of PPM 30-4.1 was executed 5-13-75.

Maintenance: A State-City Agreement No. 5311 complying with Section 116, Title 23 U.S.C. was executed 5-13-75.

Note:
1) This project is in Congressional District No. 1.
2) Included in the 6 yr. HIP as adopted 3-25-80 on page 76 and in the 9-80 SOCL on page 11.

9345 Form 81-734-3030 ACCT 8-31

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Arbol Place - Witham Hill Drive

Highway Circle Blvd. FAU 2110 (Corvallis)

County Benton #2

Date August 14, 1981

Authorization No. 5

Survey Prefix 302-1938 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is the extension of Circle Blvd. from Arbol Place to Witham Hill Drive. Project length 1800'.

Purpose of Survey:

Review plans, Specifications & Cost Estimate and let a construction project.

Estimate of Costs: (Through PSE Doc)

Resident Engineer	(901)	$5,300
Paym't to Loc. Govern't	(903)	15,000
Consultant Fees	(904)	68,320
Final Design	(905)	1,000
Preliminary Design	(907)	900
Soils & Geology	(910)	200
Traffic	(911)	250
R/W Liaison	(913)	100
Utility Liaison	(914)	150
Recon & Hydrology	(918)	150
Project Management	(920)	100
Specifications	(921)	1,500
Adm. Serv.(Eng.)	(922)	50
Environmental	(923)	30,950
Training & Seminars	(950)	1,000
Public Hearings	(980)	2,600

M-2110(1)
2-26-76
5-15-80
1-28-81 - Phase II

To include Phase 2 work —

RECEIVED
AUG 28 1981
LOCATION SECTION

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$127,570
Previous authorization	92,250
Additional authorization requested	35,320
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. Lewellyn, Costs & Records Eng'r.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9345

2

ROW 18-4

August 13, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Fire Hydrant Relocation
City of Corvallis
NW Witham Dr.-NW Lantana Ave. (Corvallis) Section
Circle Blvd. (FAU-2110)
Benton County
Project No. M-2110(–)

Here is a copy of an estimate of cost to adjust the City of Corvallis' water facilities dated August 6, 1981, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City is responsible for utility relocations. The relocation agreement will, therefore, consist of the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as it is City facilities on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's water facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $620.

DES/JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

RECEIVED
TECHNICAL SERVICES
SEP 23 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9395

OREGON STATE HIGHWA IVISION
120 DOT Building
Salem, Oregon 97310

Hi way # 702

7-20-81

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-2110 (1) Prefix 302-1938

Project Name N.W. Witham Dr. - Lantana (Corvallis)
Circle Blvd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

RECEIVED
JUL 23 1981
CITY MANAGER'S OFFICE

Signed at Corvallis, Oregon, this 20th day of July, 1981

City of Corvallis

~~Mayor~~ CITY MANAGER

Kenneth M Thompson
City Recorder

Certified By:
Virgil Wilson
Regional Right-of-Way Supervisor
Date 8/3/81

Instructions: Complete A or B and C.
R/W File No. ________

G

9395

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
P.O. BOX 1083
CORVALLIS, OREGON 97330
(503) 757-6923

PUBLIC WORKS DEPARTMENT

April 17, 1981

Mr. Steve Bauer, Executive Director
League of Oregon Cities
P.O. Box 928
Salem, OR 97303

FAU PROJECTS FUNDING - CITY OF CORVALLIS

The City of Corvallis received State and Federal approval for three Federal Aid Urban (FAU) Street projects in 1975, i.e.:

1. Lantana Avenue - Witham Hill Drive Section of N.W. Circle Boulevard;

2. Kings Boulevard - Highland Drive Section of N.W. Walnut Boulevard; and

3. N.W. Ninth Street - SPRR Section of N.E. Circle Boulevard.

Since 1975 we have conducted the required environmental studies, prepared and published the necessary Draft and Final Environmental Impact Statements, held public hearings, and performed other preliminary engineering tasks on the three FAU projects as required. All three projects are now in the final design process and are scheduled for the construction bidding and Contract award in August, September, and October 1981. Needless to say, the delays that we have experienced over the past 6 years have resulted in substantial increases in the costs for the projects.

The City's present FAU allocations will not be sufficient to fund all three of the projects at the normal FAU (82 percent)/State (9 percent)/local (9 percent) funding ratios. The City proposes to participate in the projects at funding levels that will permit all three projects to be accomplished. The funding proposal, as outlined below is predicated on the basis of "borrowing in advance" against future Federal Aid allocations for the full 5 years as allowed under the present ODOT/LOC/AOC "Guidelines and Working Agreements" for Federal Aid Urban projects.

TOTAL ESTIMATED PROJECT COSTS

N.W. Circle Boulevard	$ 500,000
N.W. Walnut Boulevard	1,350,000
N.E. Circle Boulevard	1,500,000
Total Estimated Project Costs	$3,350,000

PROPOSED PROJECT FUNDING

Federal Aid (FAU) Funding	
Balance of Allocations: Fiscal Years 1972-1981	$1,130,000
Estimated Future FAU Allocations: Fiscal Years 1982-1987	1,020,000

(The projects are scheduled for contract after the beginning of Fiscal Year 1982, therefore, this Estimated Future FAU Allocation includes a 6-year projection.)

Total Estimated FAU Allocations	$2,150,000	(64.2%)
State (ODOT) Funding $\frac{(\$2,150,000)\ (0.09)}{(0.82)} =$	235,975	(7.0%)
State Railroad Grade Crossing Protection Account Funding	$ 90,000	(2.7%)
Total Federal and State Funding	$2,475,975	(73.9%)
Southern Pacific Transportation Company	$ 24,000	(0.7%)
Required Local Funding Balance =	$ 850,025	(25.4%)

The percentages of the total costs are shown in parentheses following the estimated dollar amounts to show the cost sharing relationships.

The City has $268,000 committed to these projects as a part of an approved Three-Year Capital Improvements Program. We are attempting to raise the balance of the needed funds through other means, e.g., Local Improvement Districts, etc. We intend to diligently pursue local funding programs necessary to adequately fund all three projects; however, to insure that the projects remain totally viable from the funding standpoint, the City of Corvallis is requesting that the League of Oregon Cities, the Association of Oregon Counties, and the Oregon Department of Transportation authorize a deviation, as provided in Section VI.C.4. of the "Guidelines and Working Agreement", that will allow the City to utilize Federal Aid funding allocations up to an additional 3 years (through fiscal year 1990). It must be emphasized that these are not new projects but are projects that have already been approved and have advanced to the construction phase. Making sure that adequate funding for all three projects is available is of extreme importance to the Corvallis community.

Your careful consideration of this request at the earliest possible date will be greatly appreciated. Please feel free to contact either myself or A. Gordon Wyatt, Principal Engineer (757-6941), if you have any questions in this regard. If necessary, we would be pleased to appear before the League Board to present our proposal.

MICHAEL M. RANDOLPH
PUBLIC WORKS DIRECTOR

MMR:pw
cc: Phillip D. Stearns, Oregon Highway Division ✓
David H. Moehring, Oregon Highway Division
Don N. Harvell, Oregon Highway Division ✓
Association of Oregon Counties
City Engineer
Principal Engineer
City Manager

9395

March 25, 1981

AGR

ISC. CONTRACTS and AGREEMENTS No. 10,601

TO: Robert B. Hathaway
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. M-2110(-)
LGA Consultant Agreement
Lantana Avenue-Witham Drive Section
Circle Boulevard, FAU 2110
City of Corvallis and Kramer, Chin & Mayo, Inc.

Attached for your consideration are two copies of a local government agency Consultant Agreement for final design services to be furnished to the City of Corvallis by the consulting firm of Kramer, Chin & Mayo, Inc. for subject project.

The Highway Division External Audit Unit has conducted the required pre-award audit and selection procedure evaluation and a copy of the audit report is attached for your review.

We request approval of the Consultant Agreement, authorization to proceed with work by the Consultant and the return of one approved copy of the agreement for our project file. Please notify Mainor Holmes by telephone (378-6514) of the effective date of authorization in order that the work may be expedited.

MCH:bkc
Attachments

cc: Phil Stearns, Region 2
Cliff Laux

9395

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit Unit - 8-2878

INTEROFFICE MEMO

FILE: AGR

DATE: March 23, 1981

TO: Vernon E. Skoog
Controller

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Kramer, Chin and May, Inc.
City of Corvallis
Circle Boulevard

A memo dated March ~~12~~ 13, 1981, from D. E. Swan to you requested our review of the subject consultant/City agreement. It provides that Consultant perform engineering services for the City at a lump sum of $24,819 within a four-month project period. Although we have no audit survey file, we are basing our "audit assurance" on telephone conversations with Consultant's office personnel and with Oregon State Department of Commerce, Corporate Division, in view of the relatively small amounts of time and money involved.

Please note the attached report and the following changes recommended in the Agreement:

Payment - Par. 2, P. 5: following "...to City", add "no more frequently than at monthly intervals...".

Payment - Par. 4, P. 5: replace "direct and indirect" with "plus the fixed fee (profit)."

Approvals - P. 10: insert the budget reference for page, line and biennium.

Exhibit A, P. 3; Include Net Fee on its own line and correct Direct Non-Salary Costs total.

Certification by Consultant, Exhibit B: We understand that this page is in Consultant's office for signature.

DWJ:njc

cc: D. E. Swan
Contract Accounting

9395

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION (503) 757-6941

REGION 2 ENGINEER
RECEIVED
MAR 2 1981
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RBO ☐ ENV ☐ RFE

February 25, 1981

Phillip O. Stearns
Region II Federal Aid Engineer
Oregon State Highway Division
P.O. Box 14030
Salem, Oregon 97310

N.W. CIRCLE BOULEVARD, FAU 2110 (74-588)

Forwarded herewith are five (5) copies of a Consultants Agreement for the final design of the Lantana-Witham Hill Drive Section of N.W. Circle Boulevard, FAU 2110. Also enclosed are two certified copies of a Resolution passed by the Corvallis City Council on February 17, 1981 that authorizes the City Manager and the City Recorder to sign and execute the appropriate Agreements for proceeding with the final design work. Please see that these documents are appropriately expedited. If necessary prepare the appropriate City/State Supplemental Agreement and forward it to us for execution. You will note that the Resolution has provided for the signing and execution of a Supplemental Agreement.

As you know, the Corvallis City Council has specifically directed that the final design on this particularly sensitive project be done by an outside professional consultant. The City in consort with the appropriate State Highway Division staff conducted a comprehensive consultant selection process. The entire process of selection was completed by September, 1980. Prior to implementation of 49CFR23 (MBE) requirements; however, the City did make a substantial effort to solicit proposals from qualified MBE consultants.

It has been the City's long standing, generally unwritten policy to prescribe to the professional ethics and procedures for obtaining professional engineering and other consulting services. The competitive bidding process is always used for securing materials, equipment, and/or construction of public works improvements in accordance with State Statutes and City Ordinances. We do not secure consulting services on the basis of a similar competitive price bidding procedure. I have outlined the procedure that was followed in selecting a consultant for this project in the following materials.

CONSULTANT SELECTION PROCESS

May, 1980 - A draft Request For Proposal (RFP) was developed by City staff and circulated to appropriate people including OSHD staff for review and editing.

June, 1980 - Copies of the finalized RFP were mailed to thirty-three consulting engineering and planning organizations. Eight of these firms were, at the time, identified as Minority Business Enterprises. A copy of the RFP and the mailing list is attached.

July, 1980 - Proposals from seven consulting firms were received on July 15, 1980. The seven firms responding to the RFP by submitting Proposals were: Parametrix, Inc.; Systems Architects and Engineers, Inc.; Kramer, Chin & Mayo, Inc.; James M. Montgomery, Inc.; Krause and Dalke, Inc.; HGE Engineers, Inc.; and, Central Oregon Engineers, Inc. were identified as MBE. The Proposals were then distributed to an eight member team for review and evaluation (see attached Evaluation And Rating Form). Each of the eight people made an independent evaluation rating. As a result three firms - Kramer, Chin & Mayo, Inc., James M. Montgomery, Inc., and Parametrix, Inc. were selected for interviews.

August, 1980 - Interviews were conducted on August 29, 1980. Upon completion of all interviews each of the interview team members were individually polled as to their recommended selection. Kramer, Chin & Mayo, Inc. was the unanimous selection of all members of the selection team.

September, 1980 - To Present -- An Agreement has been negotiated with Kramer, Chin & Mayo, Inc. and prepared in accordance with the procedures outlined by the Oregon Highway Division. It is appropriate to note that we have negotiated a successful agreement with minimal cost increases over the Proposal amount. The increases are based on direct salary and overhead cost increases which became effective subsequent to the proposal submittal and were made necessary because of the delay in the start up date on the project. As noted earlier, the consultant selection process was completed prior to the implementation of 49CFR23.

Copies of specific consultant selection process documentation is contained in the project files and is available for review in the City of Corvallis Engineering Office.

Please contact me if additional information is required.

A. Gordon Wyatt

A. GORDON WYATT
PRINCIPAL ENGINEER
cb
attachments: copy of the RFP
Memorandum 7-16-80
Mailing list of Consultants
Evaluation Rating Form
enclosures: City/Consultant Agreement (5 copies)
Resolution 2-17-81 (2 certified copies)

9395

2-23-81

Minutes of the meeting of February 17, 1981, continued.

A Resolution submitted by Councilperson Davis.

A Resolution providing for the approval and execution of a City/Consultant Agreement and City/State Supplemental Agreement covering the Final Design engineering for the N.W. Lantana - N.W. Witham Hill section of N.W. Circle Boulevard, FAU 2110, project;

THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES AS FOLLOWS:

That the pending Consultant Agreement between the City of Corvallis and Kramer, Chin and Mayo, Inc. (KCM, Inc.), Consulting Engineers, and the pending Supplemental Agreement between the Oregon Department of Transportation, Highway Division, and the City of Corvallis are hereby in all respects approved;

That the City Manager and the City Recorder of the City of Corvallis are hereby authorized and directed to execute the Consultant Agreement and the Supplemental Agreement relating to the Final Design engineering for N.W. Circle Boulevard FAU 2110 Project; and,

That the City Recorder is hereby authorized and directed to impress and attest the official seal of the City of Corvallis on said agreements.

/s/ Paul F. Davis

Upon motion duly made and seconded, the foregoing resolution was adopted and the Mayor thereupon declared said resolution to be adopted.

I hereby certify that the above resolution is a true and correct copy of the original resolution on file in my office.

Acting City Recorder
Corvallis, Oregon

2/23/31

9395

3 -1938

J

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: February 11, 1981

FROM: Phillip O. Stearns Phil Ste
REGION FEDERAL AID ENGINEER

SUBJECT: Lantana Dr.-Witham Hill Dr. Sec.
Circle Boulevard
Corvallis Urban Area

ISC. CONTRACTS and AGREEMENTS No. 10,604

Attached is a copy of the proposed Consultant Agreement for Final Design of subject project.

Please have the document reviewed so that I may return it promptly to City with our comments and/or corrections.

A supplement to the Project Agreement should be written to reflect the change of responsibility for Final Design.

Attch.
POS/rgb

9395

STATE OF OREG[illegible]
DEPARTMENT OF TRANSPORTATION

INTERO[illegible]CE MEMO

TO: G. L. Green, Division Administrator
Federal Highway Administration

DATE: July 10, 1978

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Consultant Agreement Supplement No. 2
Circle and Walnut Boulevards
Project Nos. M-2110(1) & M-2120(1)
Benton County

Two conformed copies of supplemental agreement No. 2 with Wilbur Smith and Associates, Inc. were forwarded for your approval under Mr. Wimer's letter of July 10, 1978. We consider this previous submission as a request for pre-award review and evaluation of the supplemental agreement.

We further request the following:

1) Confirmation of previous verbal authorization of May 22, 1978 by Mr. Kappus for work under Task 19 of the supplemental agreement at an estimated total cost of $4,931.

2) Authorization to proceed with work by the consultant under tasks 20 through 24 at an estimated total cost of $21,964.

Authorization to proceed as requested will involve an additional total cost and obligation of federal funds for each of the projects as follows:

Project	Total Cost	Federal Funds
M-2110(1)	$13,448	$10,514
M-2120(1)	13,447	10,514
	$26,895	$21,028

CL/a
cc Malnor Holmes

81-125-1387

9395

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 24, 1977

FILE: 302-1938
302-1939

Phil Stearns

FROM: Phillip O. Stearns
FEDERAL AID SPECIALIST

SUBJECT: Supplemental Agreement
Circle & Walnut Blvd. Projects
City of Corvallis

TO: G. W. Wimer
LOCAL PROGRAMS ENGINEER

Attached are three copies of the supplemental agreement for additional work by the consultant to develop the draft EIS for subject projects.

Also attached is previous correspondence on the subject.

Region Office recommends approval of the supplemental agreement. Please process the document through normal channels for approval.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE [✓] FAE ☐ OPE ☐
OCT 25 1977
File: PM FA LG OP
TAA Holmes

POS/lea
attachment

9395

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION (503) 757-6941

REGION 2 ENGINEER
RECEIVED
FEB 10 1981
☐ RLE ☐ RLE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

February 5, 1981

Phillip O. Stearns
Region II Federal Aid Engineer
Oregon Highway Division
P.O. Box 14030
Salem, Oregon 97310

N.W. CIRCLE BOULEVARD, FAU 2110 (74-588)

Forwarded herewith is a copy of the proposed Consultant Agreement between the City of Corvallis and Kramer, Chin and Mayo, Inc., Consulting Engineers, for the Final Design engineering on the Lantana Avenue - Witham Hill Drive Section of N.W. Circle Boulevard, FAU 2110. Please prepare the necessary City/State Supplemental Agreement so that this work can proceed expeditiously. As you know we hope to have the Final Design Authorization on or about March 1. We plan to get the City Council's approval of the Resolution authorizing the City Manager and the City Recorder to sign and execute the agreements on February 17, 1981. We certainly hope that the final design work can proceed at the earliest possible date.

We appreciate your help in preparing the Supplemental Agreement. Please contact me if you have any questions in this regard.

A. Gordon Wyatt cb
A. GORDON WYATT
PRINCIPAL ENGINEER

cb
enclosure

9395

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

January 15, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Project No. M-2110(1)
NW Witham Hill Dr. - NW Arbol Pl. (Corvallis) Sec.
Benton County

I request authorization, after statutory requirements have been fulfilled, to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $10,000 with obligation of $7,800 in Federal funds.

This request is based on the fact that FHWA's adoption on December 15, 1980 of the Final Environmental Impact Statement titled "NW Lantana Dr. - NW Witham Hill Dr. Section" constitutes Location/Design approval.

JLG:bke

cc: Gary Zehner
General Files

Const.-Finance
Agreement says State
Will do P.E. TRUE?!

G

Form 734-3122

G

9395

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 31, 1980

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for N.W. Circle Boulevard in Benton County, Oregon, has been adopted by the Federal Highway Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

If it is your desire to further explore the impact of this project on the community, please address your comments to the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street NE, Salem, Oregon 97301. This office would appreciate a copy of your comments.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

GAP:ct

Enclosure

Form 734-3122

9395

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-6-80

FHWA-OR-EIS-79-04-F

N.W. Lantana Drive to N.W. Witham Hill Drive Section
N.W. Circle Boulevard
Benton County, Oregon

Final
Environmental Impact Statement
and
Section 4(f) Statement

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon Department of Transportation

Submitted pursuant to 42 U.S.C. 5332(2) (c),
23 U.S.C. 128(a), and 49 U.S.C. 1653(f)

11-6-80
Date

Assistant State Highway Engineer

Dec. 15, 1980
Date

Federal Highway Administration Official

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# SUMMARY
# OF
# FINAL ENVIRONMENTAL IMPACT STATEMENT
for
N.W. Circle Boulevard
(N.W. Lantana Drive to N.W. Witham Hill Drive)
City of Corvallis
Benton County, Oregon

1. Federal Highway Administration
   Administration Action Environmental Statement
   ( ) Draft (X) Final
   (X) Section 4(f) Statement attached

2. The following individuals may be contacted for further information concerning the planned and proposed projects and the contents of this environmental impact statement:

Mr. Glen Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308
Phone: 378-3835

Mr. A. Gordon Wyatt
Project Coordinator
Corvallis City Hall
501 S.W. Madison Avenue
Corvallis, Oregon 97330
Phone 757-6941

Mr. Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310
Phone: 378-8486

Mr. C. O. Fredrickson
Region Engineer
205 E. Salem Hwy. Bldg.
Salem, Oregon 97310
Phone: 378-2626

3. The purpose of the proposed project is to create a more direct and safer route for extending Circle Boulevard as an arterial/collector route. Circle Boulevard is planned to eventually extend from N.W. Harrison Boulevard on the west to the Albany-Corvallis Highway, U.S. 20, on the east.

   This Final Environmental Impact Statement discusses the N.W. Circle Boulevard route from N.W. Lantana Drive to Witham Hill Drive and includes one other future construction project, which is not being advanced at this time: the construction of the 0.75 mile N.W. Circle Boulevard section between N.W. Harrison Boulevard and N.W. Witham Hill Drive. Bicycle lanes and a sidewalk would be provided along the entire length of the new facility.

4. ALTERNATIVES CONSIDERED:

The Selected Alternative

The N.W. Circle Boulevard project will create a new link in the arterial/collector route by extending N.W. Circle Boulevard from its present terminus at N.W. Lantana Drive to Witham Hill Drive. The project will also provide a bikepath from N.W. Arbol Place (located 150 feet east of Lantana Drive) to Witham Hill Drive. This new 0.35 mile long roadway will feature two traffic lanes throughout its entire length and a left-turn lane at the intersection with Witham Hill Drive. The proposed extension will follow an existing street right-of-way that traverses Woodland Meadow-Natural Park.

Other Alternatives Considered but Not Advanced

A. Modified Build Alternative

A Modified Build Alternative was considered following the May 31, 1979 public hearing. Its purpose was to provide a street connection with Witham Hill Drive that was offset from the future Harrison Boulevard-Witham Hill Drive section of Circle Boulevard. The modified road would follow the original alignment at Lantana Drive but then curved to the northwest corner of the park where it would have intersected with Witham Hill Drive. This alternative would have required more curvature and steeper grades and cut and fill situations. It would have also required additional land from the park.

B. No-Build Alternative

The No-Build Alternative assumed that this project would not be built. The No-Build Alternative would not preclude such minor improvements and mitigating measures as traffic control improvements and resurfacing of the roadway pavement at selected locations along existing sections of Circle Boulevard.

5. The beneficial and adverse environmental impacts of the proposed N.W. Circle Boulevard project are summarized in Chapter 4. The proposed Build Alternative will improve emergency vehicle response times and reduce traffic congestion on the existing street system. Residents along Circle Boulevard, particularly those between Arbol Place and 29th Street, will experience some increase in traffic and related adverse impacts in the form of increased noise, safety, neighborhood intrusion and some air pollution. On the other hand, residents living on neighboring streets now used will experience reduced traffic flow, noise and other impacts.

The roadway portion of the proposed extension will not require acquisition of land presently committed to open space or parks. However, additional right-of-way will be required for the earth berms, mounds and landscaping proposed for noise mitigation, and for a portion of the proposed bicycle path located outside of the project right-of-way. Construction activity will inconvenience local residents for a short time. There are no wetlands, prime or unique farmlands, or rare or endangered plant or animal species affected by the project. Finally, there are no properties on the Statewide Inventory of Historic Sites and Buildings or designated Corvallis Historical Landmarks that would be affected by this project.

6. The following agencies, private interest groups, and individuals were provided copies of this Draft Environmental Impact Statement. Those providing comments on the DEIS are indicated by an asterik (*).

Federal

U.S. Environmental Protection Agency
    Federal Energy Administration

*U.S. Department of Agriculture
    Soil Conservation Services
    Siuslaw National Forest

U.S. Department of the Army
    Corps of Engineers

U.S. Department of Commerce
    National Oceanic and Atmospheric Administration

*U.S. Environmental Protection Agency

*U.S. Department of Energy

U.S. Department of Housing and Urban Development

*U.S. Department of the Interior
    Environmental Project Review
    Assistant Secretary, Program Policy
    Deputy Assistant Secretary, Environmental Affairs
    Bureau of Outdoor Recreation, Pacific Northwest Office
    Geological Survey

National Marine Fisheries Service

U.S. Department of Transportation
    Coast Guard

Federal Aviation Administration

U.S. Postal Service, Downtown Corvallis Branch

State

Oregon Economic Development Division

*Oregon Department of Environmental Quality

Oregon Department of Geology and Mineral Industries

*Oregon Intergovernmental Relations Division

Oregon Department of Land Conservation and Development

Oregon Department of Transportation
    Parks Department
    State Historic Preservation Office

Oregon Department of Fish and Wildlife

Oregon Department of Forestry

*Oregon Division of State Lands

Oregon Water Resources Board

Oregon Department of Agriculture
    Soil and Water Conservation Commission

Oregon State Library

Oregon State University
    Office of the President
    University Library
    Extension Service, James R. Pease

County

Benton County Commissioners
Benton County Planning Department
Benton County Soil and Water Conservation District
Benton County Public Works Department
Linn County Commissioners
Linn County Planning Department
Linn County Public Works Department

City

Corvallis City Council
Mayor Alan Berg
Corvallis City Planning Commission
Corvallis City Planning Department
Corvallis City Department of Public Works
Corvallis City Parks and Recreation Department
Corvallis City Library

Other Agencies

School District 509J
Linn-Benton Community College
Oregon District 4 Council of Governments

Other Elected State Officials

U.S. Senator Mark O. Hatfield
U.S. Senator Robert Packwood
U.S. Representative Less AuCoin
U.S. Representative Robert Duncan
U.S. Representative Al Ullman
U.S. Representative James Weaver
State Senator Clifford Trow
State Representative Tony Van Vliet

Others

Oregon Environmental Council
League of Women Voters
Corvallis Chamber of Commerce
1,000 Friends of Oregon
Committee for Livable Neighborhoods
Timberhill Homeowner's Associations (3)
Corvallis Home Builders Association
Corvallis Realtors Board
Hewlett-Packard, Inc.
Timberhill Acres Development Corporation
King's View Realty
Harmon Development Corporation
Dorsey Bus Company
R. C. Wilson
Citizens for a Cleaner Corvallis

7. The Draft Environmental Impact Statement was made available to the Environmental Protection Agency and to the Public on April 27, 1979.

FOREWORD

This is the Final Environmental Impact Statement (FEIS) for the N.W. Circle Boulevard, N.W. Lantana Drive to N.W. Witham Hill Drive project. The purpose of the proposed project is to accommodate increasing traffic volumes by routing traffic in a more direct and safe manner. This would be done by extending Circle Boulevard as an arterial/collector route. The project is an element of a long planned City of Corvallis arterial/collector street system. This proposed project will take most of the existing through traffic off of the local neighborhood streets. Circle Boulevard is eventually planned to handle traffic from N.W. Harrison Boulevard to the Albany-Corvallis Highway, U.S. 20. This report also discusses the N.W. Circle extension from Harrison Boulevard to Witham Hill Drive as it relates to the proposed project.

The N.E. Circle Boulevard project, which was included in the Draft Environmental Impact Statement, has been removed from this document. This project was a subject of a Finding of No Significant Impact which was approved on April 24, 1980.

On Thursday, May 31, 1979, a public hearing was held at Highland View Intermediate School in Corvallis to explain and receive comment on the Draft Environmental Impact Statement (DEIS). More than 200 residents of Corvallis and interested people attended the hearing. One hundred and thirty-five (135) people gave oral or written testimony relating to the proposed project.

An initiative ballot, Measure 51, was presented to the residents of Corvallis on February 19, 1980 regarding the project. The question was "shall the City be required to extend N.W. Circle Boulevard between Lantana Drive and Witham Hill Drive within existing right-of-way?". This measure was approved by a 3 to 1 margin.

Specific questions and comments received from agencies and the general public have been answered in the comments and response section of this document. Copies of all letters received are included in the appendix. Remarks made at the public hearing have been summarized in the Project Coordination, Public Involvement and Public Hearing Results section.

PROJECT SETTING

Chapter 1

PROJECT SETTING

Background

The need for a major arterial street system around the northwesterly section of the City of Corvallis was first indicated in a planning study conducted for the City in the mid-1940's. Subsequent planning and transportation needs studies performed during the 1950's, 1960's and early 1970's continued to emphasize the need for a peripheral system. All of these later studies utilized the Circle Boulevard and Walnut Boulevard routes with varying degrees of emphasis as to their function in the arterial/collector network of the community. The most recent of these studies--the Corvallis Urban Area Traffic Safety Study and Recommended Street System Improvements, prepared by Cornell, Howland, Hayes and Merryfield (CH2M) in 1971--was adopted by the City Coucil as a "guideline for future street improvements".

Initial feasibility studies for Circle Boulevard was conducted by City engineering staff in 1973. The listing of the projects, as approved by the city, county and state, indicated that the two Circle Boulevard projects and one similar project on Walnut Boulevard were of the highest priorities to meet the transportation needs of the area.

The Circle Boulevard route--the subject of this report--consists of the section from N.W. Lantana Drive to Witham Hill Drive. The proposed future project from N.W. Harrison Blvd. to N.W. Witham Hill Drive and N.W. Circle from Lantana to 9th Street are discussed as related to the proposed project.

Proposed Project

The City of Corvallis has proposed two specific improvement projects on Circle Boulevard. The proposed projects are:

1) The construction of a westerly extension of Circle Boulevard from its present western terminus near Lantana Drive to N.W. Witham Hill Drive - 0.35 mile; and

2) Widening and improving the existing section of N.E. Circle Boulevard from N.W. 9th Street to N.E. Seavy Avenue.

The N.E. Circle Boulevard project was subject of a Finding of No Significant Impact which was approved on April 24, 1980 and is not discussed in this document.

The proposed projects are part of a planned Circle Boulevard route eventually to extend from N.W. Harrison Boulevard to the Albany-Corvallis Highway, U.S. 20. This Final Environmental Impact Statement (FEIS) covers the N.W. Circle, Lantana Drive to Whitham Hill Drive section and includes a possible future project, the extension of Circle Boulevard, from Witham Hill Drive to Harrison Boulevard (0.75 mile), which is not being advanced at this time.

The location of each project is shown in Figure 1-1. Figure 1-2 is an aerial oblique photo of the proposed project.

Objective and Purpose of Project

The City of Corvallis proposes to undertake this project for the following reasons:

1) To complete long planned portions of the City's arterial/collector street network.

2) To accommodate an increasing volume of traffic in a safe and efficient manner in developing sections of Northwest Corvallis.

Need of Proposed Project

All comprehensive planning studies for Corvallis and the surrounding area conducted since the 1950's have included Circle Boulevard as part of the circumferential street system in the northwest section of the urban area. Additionally, in-depth transportation studies, the Corvallis Urban Area Traffic Safety Study and Recommended Street System Improvements, 1971, recommended the completion of Circle Boulevard through the northwest quardrant of the city. These studies provided the basis for obtaining rights-of-way and construction for major portions of these routes as they presently exist. The continued population growth in northwest Corvallis and the resulting increases in traffic are expected to increase the need for these projects.

The comprehensive planning studies also identified Walnut Boulevard as being an important part of the circumferential street system in northwest Corvallis. The Walnut Boulevard project is the subject of a separate Environmental Impact Statement which was approved on July 1, 1980.

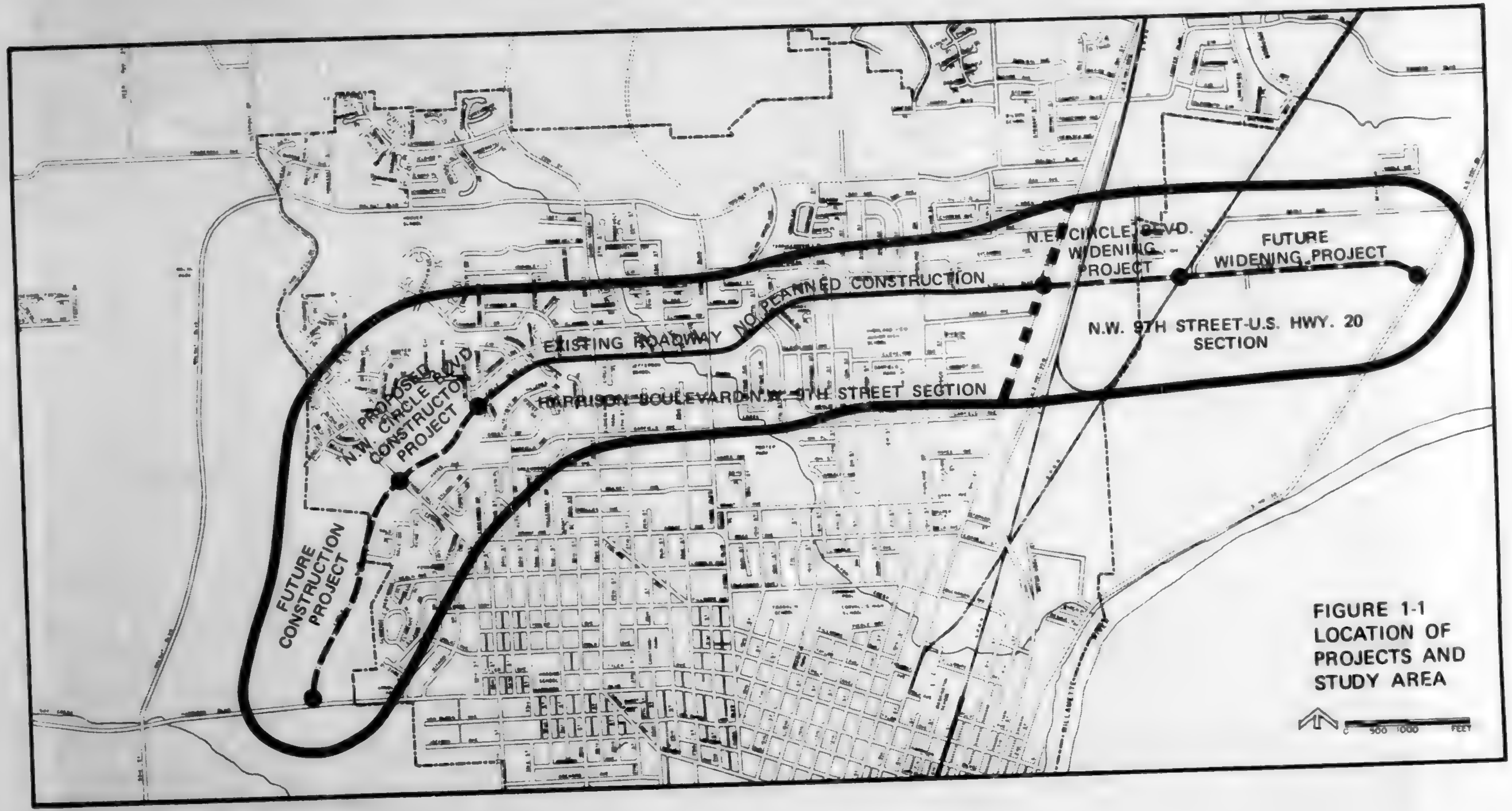
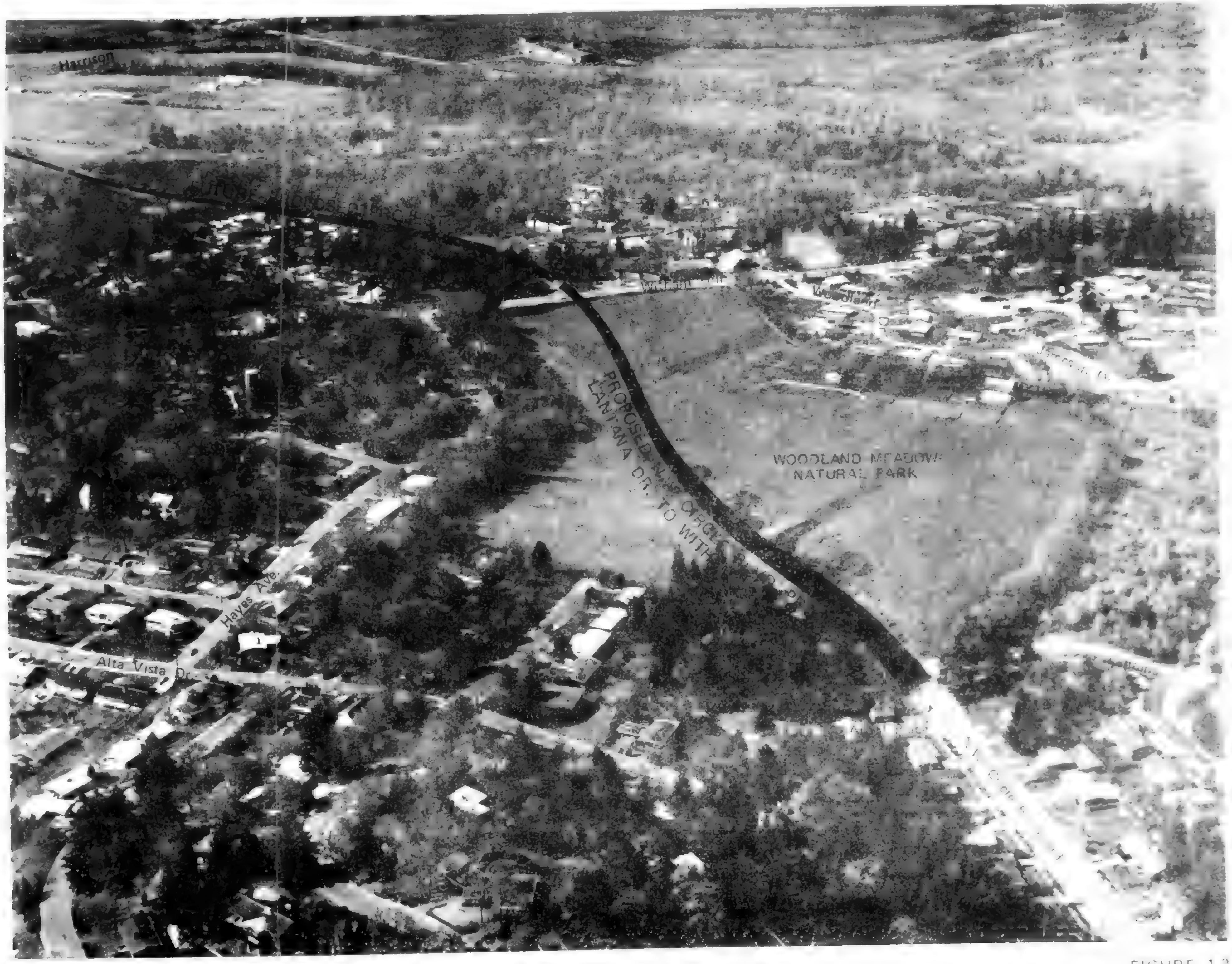

FUTURE CONSTRUCTION PROJECT
PROPOSED N.W. CIRCLE BLVD. CONSTRUCTION PROJECT
EXISTING ROADWAY NO PLANNED CONSTRUCTION
HARRISON BOULEVARD-N.W. 9TH STREET SECTION
N.E. CIRCLE BLVD. WIDENING PROJECT
FUTURE WIDENING PROJECT
N.W. 9TH STREET-U.S. HWY. 20 SECTION
0 500 1000 FEET

FIGURE 1-1
LOCATION OF
PROJECTS AND
STUDY AREA


Harrison
PROPOSED N.W. CIRCLE
LANTANA DR. TO WITH
WOODLAND MEADOW
NATURAL PARK
Woodland
Hayes Ave
Alta Vista Dr

AERIAL VIEW OF N.W. CIRCLE BOULEVARD ROUTE SOUTHWEST OF ARBOL PLACE

FIGURE 12

DESCRIPTION OF PROJECT AND ALTERNATIVES

Chapter 2

DESCRIPTION OF PROJECT AND ALTERNATIVES

Introduction

Three sections of N.W. Circle Boulevard have been included for the evaluation of the proposed project.

1) Harrison Boulevard to Witham Hill Drive, total length - 0.75 mile;

2) Witham Hill Drive to Lantana Drive, total length - 0.35 mile; and

3) Lantana Drive to N.W. 9th Street, total length - 1.81 miles.

This chapter presents a detailed description of the proposed project including maps of the roadway alignment and existing right-of-way (see Figure 2-1, Sheets 1-3); and typical cross-sections (see Figure 2-2, Sheets 1 and 2).

Alternatives to the proposed project one of which assumed that the project would not be built (the No-Build Alternative), and a modified proposal to the Selected Alternative were also defined and evaluated.

Proposed Projects and Alternatives

The only segment of N.W. Circle Boulevard presently proposed for construction is the Lantana Drive to Witham Hill Drive section. For the purpose of this study, environmental considerations have also been prepared for the Harrison Boulevard to Witham Hill Drive section. No physical alterations would be required for the Lantana Drive to N.W. 9th Street section except for the addition of traffic control devices at major intersections. The specific characteristics of the preliminary designs are presented in the following sections.

The Selected Alternative - Witham Hill Drive to Lantana Drive Section

Project Description and Objectives - The proposed new 2-lane, 30-foot wide curbed roadway will follow and be located within the existing 80-foot dedicated street right-of-way from Witham Hill Drive in a northeasterly direction to connect with the present western terminus of Circle Boulevard at Lantana Drive. The existing right-of-way was deeded for street purposes in accordance with the the terms of a Purchase Agreement between the Corl family and the City of Corvallis. A bikepath is proposed as a part of the project and will extend from Witham Hill Drive to Arbol Place. From Witham Hill Drive easterly for approximately 1,000 feet the bikeway will traverse Woodland Meadow-Natural Park outside of the street right-of-way, and from that point the bikeway will extend to Arbol Place within the existing right-of-way. The separation of the bikeway from the roadway along the western portion is desirable to maintain appropriate grades on the bikeway. The final location of the bikeway will be determined at the time the final engineering designs are completed.

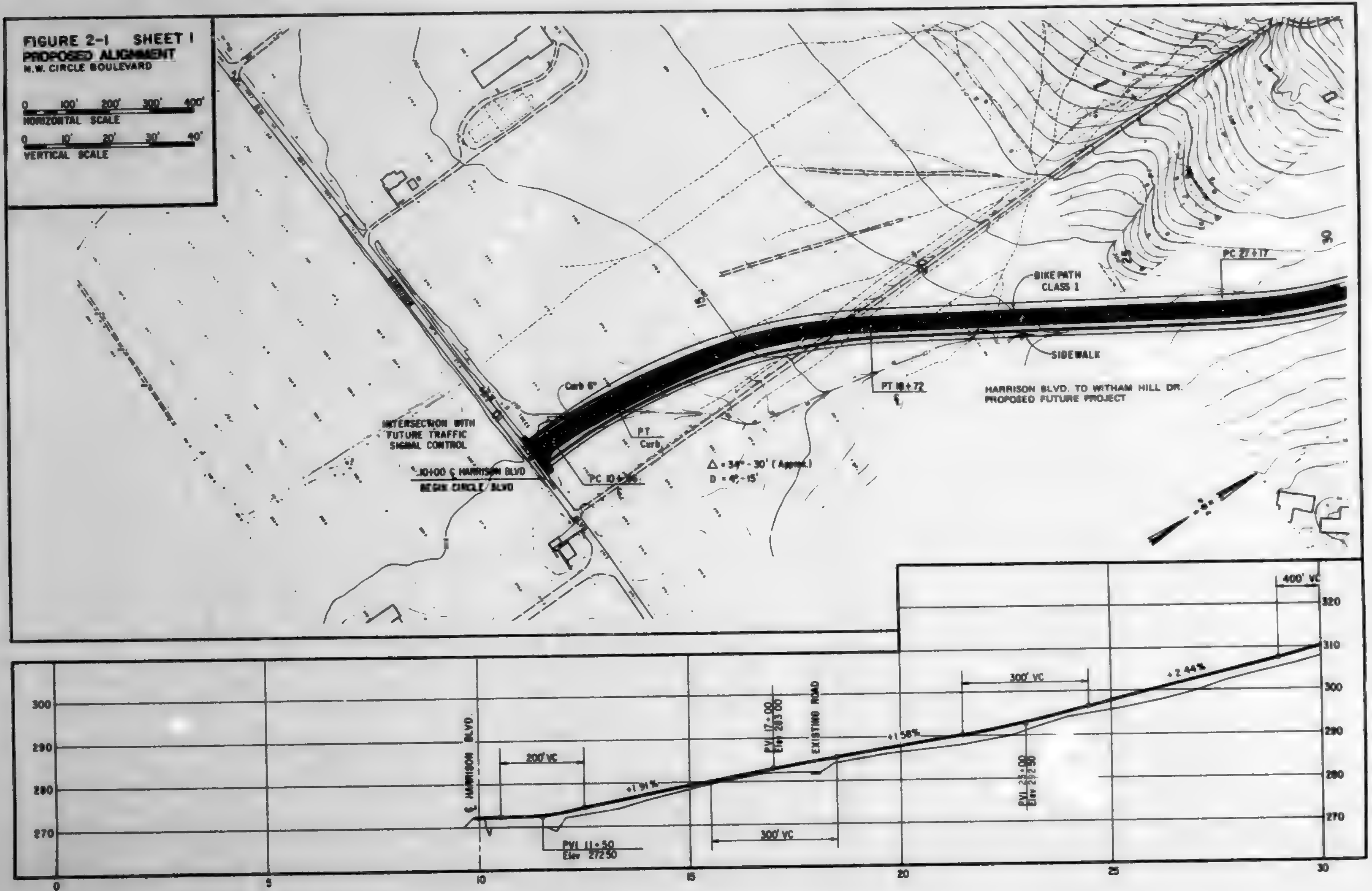


FIGURE 2-1 SHEET 1
PROPOSED ALIGNMENT
N.W. CIRCLE BOULEVARD

0 100' 200' 300' 400'
HORIZONTAL SCALE
0 10' 20' 30' 40'
VERTICAL SCALE
INTERSECTION WITH FUTURE TRAFFIC SIGNAL CONTROL
10+00 ℄ HARRISON BLVD
BEGIN CIRCLE BLVD
Curb 6"
PT Curb
PC 10+36
℄
Δ = 34° - 30' (Approx.)
D = 4° - 15'
15
20
25
30
BIKE PATH CLASS I
SIDEWALK
PT 18+72
℄
PC 27+17
HARRISON BLVD. TO WITHAM HILL DR.
PROPOSED FUTURE PROJECT
℄ HARRISON BLVD.
200' VC
PVI 11+50
Elev 272.50
+1.91%
300' VC
PVI 17+00
Elev 283.00
EXISTING ROAD
+1.58%
300' VC
PVI 23+00
Elev 292.50
+2.44%
400' VC
270
280
290
300
310
320
0
5
10
15
20
25
30

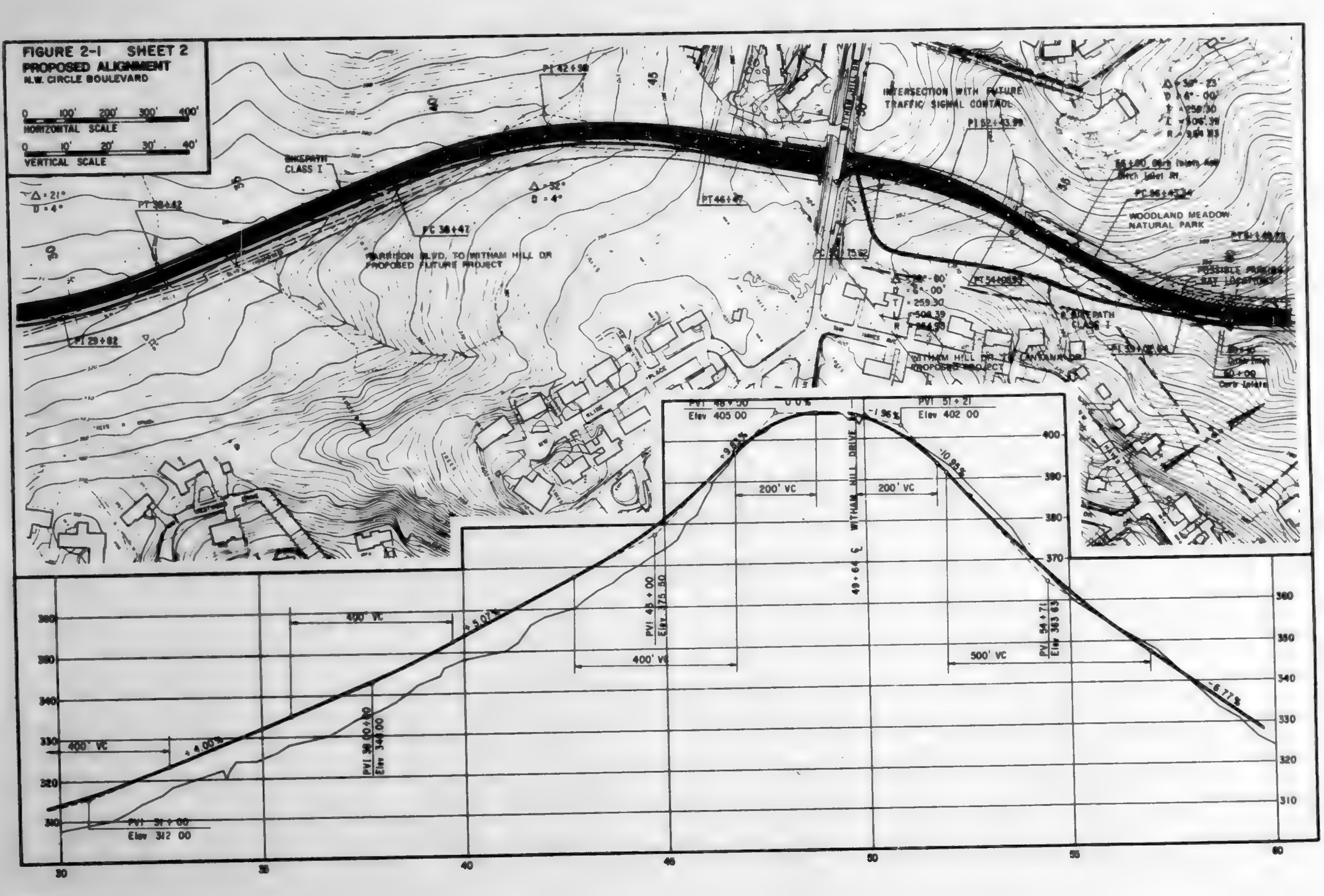


FIGURE 2-1 SHEET 2
PROPOSED ALIGNMENT
N.W. CIRCLE BOULEVARD

0 100' 200' 300' 400'
HORIZONTAL SCALE
0 10' 20' 30' 40'
VERTICAL SCALE
Δ = 21°
D = 4°
PT 38+42
PT 29+82
BIKEPATH CLASS I
PC 38+47
HARRISON BLVD. TO WITHAM HILL DR
PROPOSED FUTURE PROJECT
Δ = 32°
D = 4°
PT 42+90
45
PT 46+47
INTERSECTION WITH FUTURE
TRAFFIC SIGNAL CONTROL
PI 52+43.99
Δ = 30° - 23'
D = 6° - 00'
T = 259.30
L = 506.39
R = 954.93
56+00 Curb Inlet & Ditch Inlet
PC 56+43
WOODLAND MEADOW
NATURAL PARK
POSSIBLE PARKING BAY LOCATIONS
55
BIKEPATH CLASS I
60+00 Curb Inlets
WITHAM HILL DR. TO LANTANA DR.
PROPOSED PROJECT
PT 54+08
PC 49+75.62
PVI 48+50
Elev 405.00
0.0%
+9.03%
-1.96%
PVI 51+21
Elev 402.00
-10.93%
200' VC
200' VC
49+64 ℄ WITHAM HILL DRIVE
400' VC
PVI 45+00
Elev 375.50
+5.07%
400' VC
PVI 38.00+00
Elev 340.00
+4.00%
400' VC
PVI 31+00
Elev 312.00
500' VC
PVI 54+71
Elev 363.63
-6.77%
30
35
40
45
50
55
60
310
320
330
340
350
360
370
380
390
400

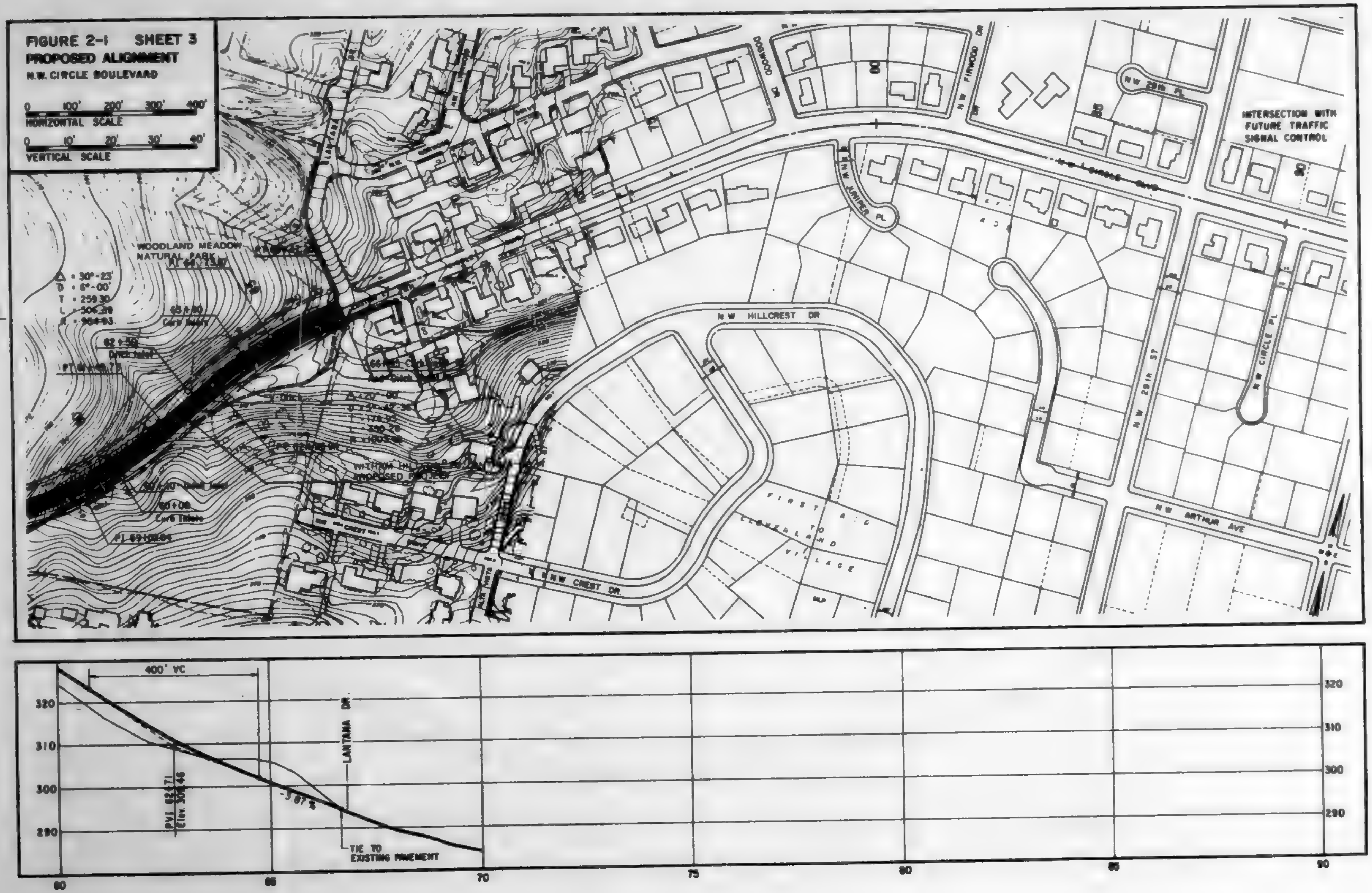
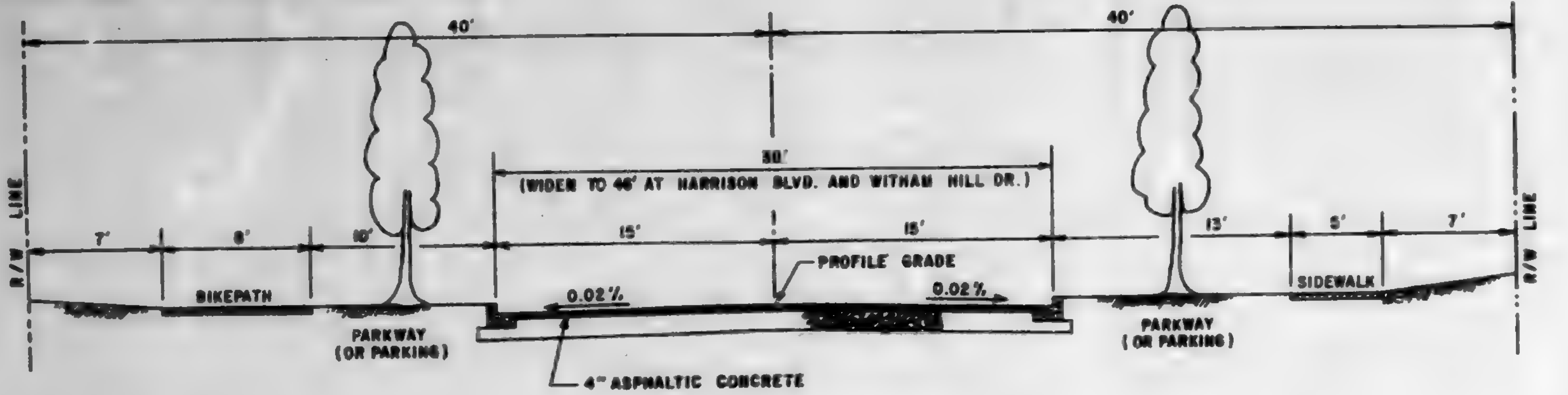


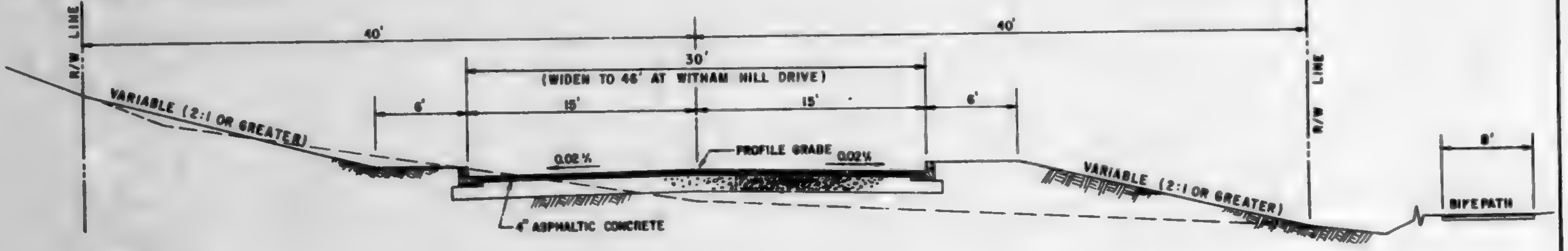
FIGURE 2-1 SHEET 3
PROPOSED ALIGNMENT
N.W. CIRCLE BOULEVARD

0 100' 200' 300' 400'
HORIZONTAL SCALE
0 10' 20' 30' 40'
VERTICAL SCALE
WOODLAND MEADOW NATURAL PARK
Δ = 30°-23'
D = 6°-00'
T = 259.30
L = 506.39
R = 954.93
65+80 Curb Inlet
62+50 Ditch Inlet
60+00 Curb Inlet
WITHAM HILLS PROPOSED PROJECT
LANTANA DR
NW CREST DR
NW HILLCREST DR
FIRST ADD TO CLOVERLAND VILLAGE
NW JUNIPER PL
DOGWOOD DR
NW FIRWOOD DR
NW CIRCLE BLVD
NW 29th PL
NW 29th ST
NW CIRCLE PL
NW ARTHUR AVE
75
80
85
90
INTERSECTION WITH FUTURE TRAFFIC SIGNAL CONTROL
400' VC
PVI 62+71
Elev. 306.46
-3.87 %
LANTANA DR.
TIE TO EXISTING PAVEMENT
320
310
300
290
60
65
70
75
80
85
90

HARRISON BOULEVARD TO WITHAM HILL DRIVE


40'
40'
30'
(WIDEN TO 46' AT HARRISON BLVD. AND WITHAM HILL DR.)
R/W LINE
7'
8'
10'
15'
15'
13'
5'
7'
R/W LINE
PROFILE GRADE
BIKEPATH
0.02%
0.02%
SIDEWALK
PARKWAY
(OR PARKING)
PARKWAY
(OR PARKING)
4" ASPHALTIC CONCRETE

EAST OF WITHAM HILL DRIVE


R/W LINE
40'
40'
30'
(WIDEN TO 46' AT WITHAM HILL DRIVE)
R/W LINE
VARIABLE (2:1 OR GREATER)
6'
15'
15'
6'
8'
0.02%
PROFILE GRADE
0.02%
VARIABLE (2:1 OR GREATER)
BIKEPATH
4" ASPHALTIC CONCRETE

WEST OF LANTANA DRIVE

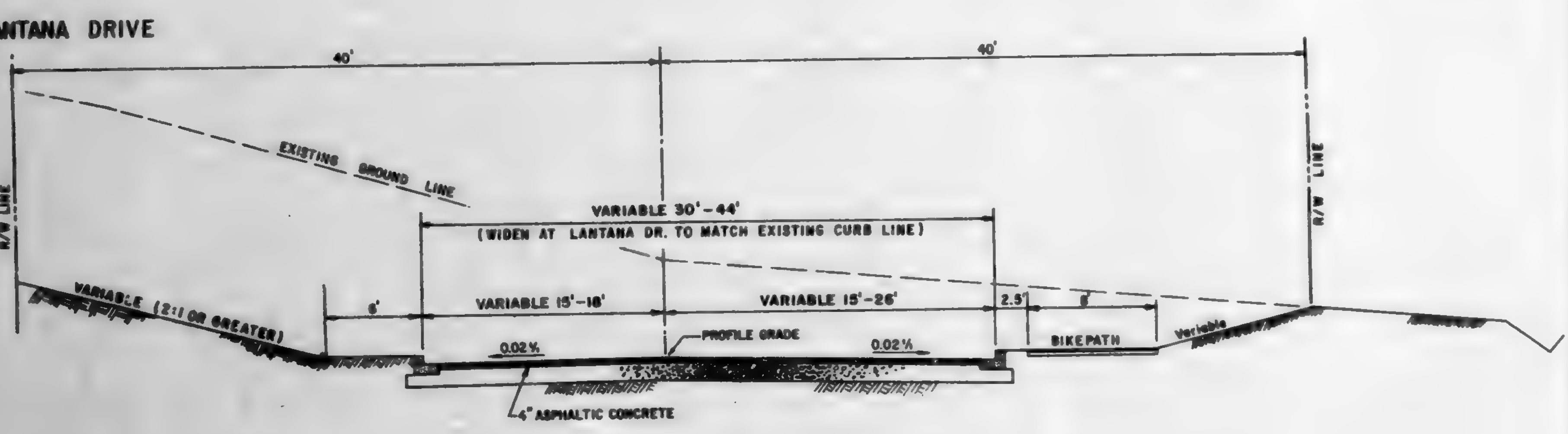

40'
40'
EXISTING GROUND LINE
R/W LINE
VARIABLE 30'-44'
(WIDEN AT LANTANA DR. TO MATCH EXISTING CURB LINE)
R/W LINE
VARIABLE (2:1 OR GREATER)
6'
VARIABLE 15'-18'
VARIABLE 15'-26'
2.5'
8'
PROFILE GRADE
0.02%
0.02%
BIKEPATH
Variable
4" ASPHALTIC CONCRETE

FIGURE 2-2
TYPICAL ROADWAY SECTIONS-CIRCLE BOULEVARD

The new roadway will (1) facilitate traffic movements between the areas along the easterly sections of Circle Boulevard and the residential developments along Witham Hill Drive; (2) provide access to the Woodland Meadow-Natural Park area; (3) complete an important part of the Circle Boulevard arterial/ collector route; and, (4) remove through traffic from adjacent residential streets.

Project Design Characteristics - The preliminary horizontal and vertical alignment of the proposed new roadway is presented in Figure 2-1, Sheets 2 and 3; two typical cross-sections are shown in Figure 2-2. The proposed typical cross-section provides a 30-foot curb-to-curb width. The intersection approach to Witham Hill Drive would be widened to accommodate a left-turn lane. The eastern end of this section would provide a smooth transition from a 30 foot width to the existing 48 foot street width.

Beginning at Witham Hill Drive, the Circle Boulevard alignment will descend on grades of 4, 11 and 6 percent, gradually decreasing to about 4 percent near Lantana Drive. The horizontal alignment will follow a series of gentle reversing curves.

The proposed roadway alignment follows the existing right-of-way which has been chosen to take maximum advantage of the natural topography, thus reducing the need for extensive cut and fill sections. Based on soil borings the prevailing soil conditions will permit the construction of 2:1 side slopes up to a vertical height of 15 feet.

The easterly half of this section will follow a natural valley. A piped storm drainage system will intercept the drainage, and connect with the existing storm drain systems located along Circle Boulevard from Lantana Drive to Dixon Creek.

The Potential Future Project - Harrison Boulevard to Witham Hill Drive Section

Project Description and Objective - The proposed future 2-lane curbed roadway would be located within an existing 80-foot right-of-way which was deeded to the City in 1963 by owners of adjacent properties. The proposed route will generally follow a small valley from Harrison Boulevard to Witham Hill Drive at a point approximately 400 feet NW of the intersection with Hayes Avenue. The southerly two-thirds of the right-of-way traverses undeveloped land that is presently outside the city limits. The portion inside the City has the ASH State multi-family residential development abutting the Circle Boulevard right-of-way (ROW) on the nortwest, and single-family residential areas on the southeast ROW.

The future roadway would: (1) provide access to proposed residential developments along its right-of-way; (2) facilitate traffic movements within the northwesterly areas of the City; and (3) become part of the Circle Boulevard collector/ arterial route as recommended in the City's transportation plans. Completion of the Lantana Drive to Witham Hill Drive section would be required to totally meet the last of these three objectives.

Project Design Characteristics - The proposed future roadway is intended to serve as a collector street. The preliminary horizontal and vertical alignment of the proposed new roadway is presented in Figure 2-1, Sheets 1 and 2;

typical cross-sections are shown in Figure 2-2. The typical cross-section would be 30 feet between curbs with left-turn lanes added at Harrison Boulevard and at Witham Hill Drive. A bikepath and a sidewalk would be provided along the project. The proposed cross-section includes wide "parkway" strips between the curbs and sidewalks/bikepaths for landscaping and screening.

Beginning at Harrison Boulevard, the Circle Boulevard alignment would have grades of up to 2.5 percent for the first 2,000 feet, increasing to between 4 and 5 percent for the next 1,500 feet. The last section to Witham Hill Drive would have grades of 5 to 10 percent. The proposed horizontal alignment is curvilinear and is characterized by a series of gentle reverse curves to fit within the existing right-of-way.

The proposed roadway would be constructed with curbs and gutters and storm drainage and other necessary utilities. Inlets would be provided to drain the roadway and intercept the existing drainage ways.

The Lantana Drive to N.W. 9th Street Section

No construction improvement projects are planned for this section of the N.W. Circle Boulevard route. The existing street is located within an 80-foot right-of-way and is classified as collector street from Lantana Drive to Kings Boulevard, and as a major arterial street from Kings Boulevard to N.W. Ninth Street. The 1,500-foot section from Lantana Drive to Dogwood Drive is 44 feet wide; the remaining section has a pavement width of 60 feet. The original construction of the N.W. Highland Drive to Dogwood Drive section included a parkway design with a landscaped median. The median was removed after two or three years by direction of the City Council following demands of the abutting property owners and citizens because they objected to the restricted access. All development along Circle Boulevard has occurred since the street was constructed to arterial standards.

Alternatives Not Advanced

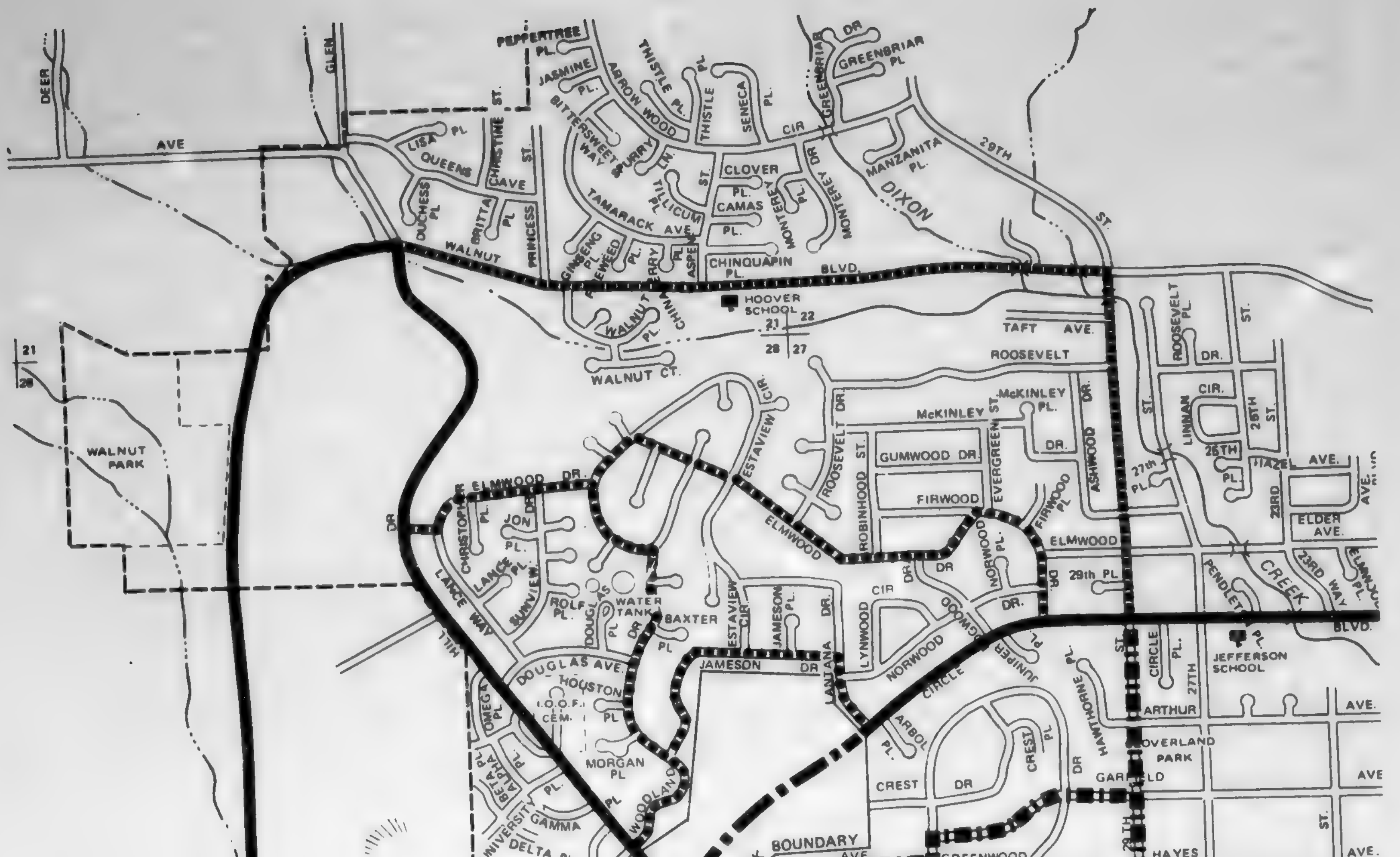
No-Build Alternative - Under the No-Build Alternative, N.W. Circle Boulevard section through Woodland Meadow-Natural Park would not be constructed. This alternative would preserve the park in its existing natural state. Traffic which would use N.W. Circle Boulevard if the proposed project were constructed would continue to use existing streets with the No-Build Alternative. (See Figure 2-3)

The No-Build alternative would not preclude minor improvements such as installation of traffic control devices at major intersections or resurfacing and restriping of the existing section of N.W. Circle Boulevard.

This alternative would not preclude the construction of the Harrison Blvd. to Witham Hill project by the City or County in conjunction with private developers without federal funds. When the adjacent areas are developed, a street will be needed to provide access to the residential areas along both sides of the existing right-of-way.

FIGURE 2-3

NO BUILD ALTERNATIVE


WALNUT BLVD.
HOOVER SCHOOL
TAFT AVE.
ROOSEVELT
WALNUT CT.
WALNUT PARK
DIXON
29TH ST.
ELMWOOD DR.
ELMWOOD
FIRWOOD
GUMWOOD DR.
McKINLEY
29th PL.
CREEK
BLVD.
JEFFERSON SCHOOL
ARTHUR
OVERLAND PARK
GARFIELD
HAYES
AVE.
MULKEY
GREEL
GRANT
ST MARYS CEMETERY
COOLIDGE WAY
LINCOLN
FILLMORE
TAYLOR
POLK
TYLER AVE.
HARDING SCHOOL
ZION LUTHERAN SCHOOL
CHINTIMINI PARK
HARRISON
VAN BUREN
JACKSON
MONROE
ARNOLD WAY
ARNOLD PARK
SHORT AVE
WITHAM HILL
CIRCLE BLVD.
WITHAM
PARK BOUNDARY
CREST DR
NORWOOD
LANTANA DR
JAMESON DR
BAXTER
WATER TANK
DOUGLAS AVE.
I.O.O.F. CEM.
MORGAN PL
WOODLAND
UNIVERSITY
GAMMA
DELTA PL.
LANCE WAY
DEER
GLEN
PEPPERTREE PL.
JASMINE PL.
ARROW WOOD
THISTLE PL.
SENECA PL.
GREENBRIAR PL.
CIR
LISA PL
QUEENS
CHRISTINE
CAVE
DUCHESS PL
BRITTA PL
PRINCESS
TAMARACK AVE.
BITTERSWEET WAY
TILLICUM
CLOVER PL.
CAMAS PL.
MONTEREY DR
MANZANITA PL
CHINQUAPIN PL.
GINSENG
FIREWEED
ESTAVIEW CIR.
ROOSEVELT DR.
ROBINHOOD ST.
EVERGREEN ST
ASHWOOD DR
LINNAN CIR.
25TH ST.
HAZEL AVE.
ELDER AVE.
23RD
PENDLETON PL
LYNWOOD DR
DOGWOOD DR.
JUNIPER PL
CIRCLE PL.
HAWTHORNE PL
ARBOL
CREST PL
GREENWOOD AVE.
SYLVAN DR
FOREST DR
EDGEWOOD ST.
SPRING ST
VISTA PL
ALTA VISTA DR
GREENWOOD PL.
HILLCREST ST.
30TH ST.
SOUZA PL
DALE
KLINE PL
FERNWOOD
CLARENCE
WESTWOOD
OAKDELL PL
ELIZABETH
MERRIE
TYLER PL
36TH
35TH
34TH
33RD
32ND
31ST
28TH
27TH
26TH
CHRISTOPHER
JON PL.
LANCE PL
SUNVIEW
ROLF PL
HOUSTON
OMEGA
BETA
HILL
PROPOSED FUTURE EXTENSION
29th ST. TO WALNUT BLVD.
29th ST. TO GRANT AVE. (AND NEIGHBORHOOD STREETS)
LANTANA DR. TO WITRAM HILL DRIVE USING NEIGHBORHOOD STREETS

Modified Build Alternative - Following the May 31, 1979 Public Hearing on the proposed project, the Corvallis City Council directed the project manager to consider a modification to the Build Alternative. The Modified Altlernative was designed to provide for an intersection on Witham Hill Drive that would be offset from the intersection of the proposed extension of Circle Boulevard from Harrison Boulevard. It was felt that this would help to limit the amount of through traffic using Circle Boulevard.

The Modified Build Alternative would follow the original right-of-way from Lantana Drive and then curve northwest to intersect Witham Hill Drive at about the same location as the present residents driveway, approximately 300 feet northwest of the original intersection (see Figure 2-4). The new alignment would create more curves, cut and fill and steeper grades throughout the park. The introduction of a third intersection within 500 feet of each other on Witham Hill Drive would also present potential traffic and pedestrian hazards not encountered by the proposed alternative. The sight distance at this location is less than desirable for safe entry. Vehicle lights would shine directly into the windows of the dwellings on the west side of Witham Hill Drive.

Project Coordination, Involvement and Public Hearing

The N.W. Circle Boulevard project development has been coordinated with the public and governmental agencies throughout the study and preparation of the Environmental Impact Statement. A Project Citizens Advisory Committee was formed in 1976 and has provided valuable input throughout the course of the project. Several public meetings were held relating to the development of the N.W. Circle extention project.

On April 27, 1979, the Draft Environmental Impact Statement was made available to the public and other governmental agencies for review and comments. A combined Public Corridor/Design Hearing was conducted at Highland View Intermediate School on May 31, 1979 at 7:30 p.m. This followed an informal afternoon informational session. More than 200 people attended the public hearing, of which 50 people presented written or oral testimony. By June 11, 1979, the last day in which written testimony could be received, eighty-five (85) people had presented written testimony.

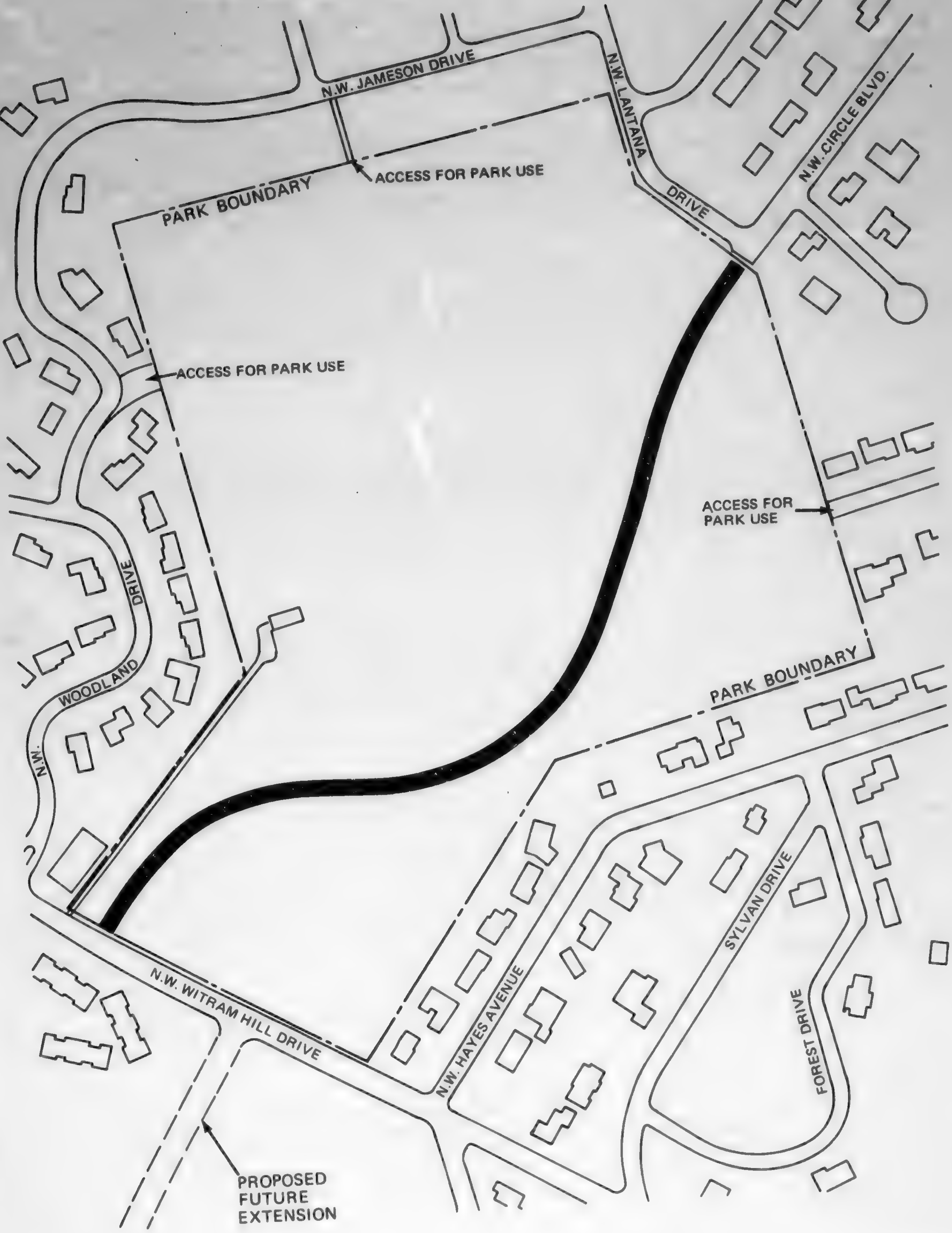
Petitions were circulated by citizens for an Initiative Referendum to place a Charter Amendment before the voters. On February 19, 1980 the residents of Corvallis voted on Measure 51, an initiative proposal to complete the N.W. Circle Boulevard project as it was originally designed. The residents approved the measure by a margin of about 3 to 1.

Summary of Testimony Received

Comment: Several individuals commented that at the time the petition was circulated in favor of purchasing the Corl property for park purposes, it did not contain any mention of a road through the center of it.

Response: The City Council minutes of March 7, 1974 did note the plans for a right-of-way through the Corl property for the extension of Circle Boulevard. The Warrenty Deed (August 1976) to the City for the

FIGURE 2-4
MODIFIED BUILD ALTERNATIVE


N.W. JAMESON DRIVE
N.W. LANTANA DRIVE
N.W. CIRCLE BLVD.
ACCESS FOR PARK USE
PARK BOUNDARY
ACCESS FOR PARK USE
ACCESS FOR PARK USE
N.W. WOODLAND DRIVE
PARK BOUNDARY
SYLVAN DRIVE
N.W. HAYES AVENUE
FOREST DRIVE
N.W. WITRAM HILL DRIVE
PROPOSED FUTURE EXTENSION

Corl property also noted that the sale was subject to the "80-foot right-of-way granted to the public by Grantors by Instrumental dated January 13, 1975." At this time, the right-of-way had already been purchased for road purposes.

Comment: When first talking about a road through the property, it was discussed as a winding country road with no curbs.

Response: After investigating these proposals it was found that this type of facility would take more park land and leave a less desirable area for future park development. The City Council approved the change in concept to a curbed road in lieu of the rural type road as recommended by the Public Works Committee.

Comment: Some people testified that the DEIS does not enumerate the scope of the communities opposition to the proposed FAU project.

Response: Several of the people testifying in favor of the project were from other parts of the community. Most of the opposition came from residents on Circle Boulevard or nearby. When put up to the vote of the citizens of Corvallis, the original concept was overwhelmingly approved by a 3 to 1 majority.

Comment: The Committee for Liveable Neighborhoods would support a park road that would offset, at Witham Hill Drive, the proposed alignment for Circle Boulevard from Harrison on the west side.

Response: Following the public hearing, the Corvallis City Council directed that an alternative to the Build proposal be investigated. A "modified alternative" was then developed and through the studies it was determined this design would be more detrimental to the park than the original concept. It would require more land, create added traffic and pedestrian safety hazards and require more cut and fill.

Comment: Several people indicated that the Draft Environmental Impact Statement should have included a section on the 4(f) park issue.

Response: A 4(f) Statement is not required for the Draft EIS, however 4(f) issues are identified in that document. The 4(f) statement has been prepared and is included in this Final EIS.

Comment: Many of those people opposed to the project as presented were concerned with the reduced safety of the children using the park. Likewise many of the residents of neighboring streets were worried about the safe conditions in the neighborhoods with the increase in traffic on these streets each year.

Response: Every effort will be taken to design the facility to be as safe as possible. Earth berms will be designed so that they will act as a safety barrier for park users. Cross walks will be provided at each end of the project and signs will be erected to indicate pedestrian crossing.

Comment: One speaker stated that N.W. Circle could not survive as a residential area after the project was completed and that the proposal should be put up to the vote of the people.

Response: An initiative ballot was presented in February 1980 and the citizens of Corvallis approved the original concept by a 3-1 margin.

Comment: It was recommended that the City provide adequate landscaping that would effectively screen the road from park users.

Response: The City has stated that landscaping will be provided along the project. All construction areas will be replanted to natural grasses and/or shrubs. Trees and shrubs will be included to help in the screening of the highway from park users and neighboring residences. The earth berms will also screen the park users from the road. The City Council has mandated that the Final Design of the project be done by a consultant who will be sensitive to the park, its topography and landscape as well as to the uses of the park.

Comment: Several people commented on the statement in the Draft EIS referring to the improvement to the emergency service in the N.W. Corvallis Area. Some feel the new roadway will not benefit the service while another pointed out that service will be benefited by 2 to 5 minutes.

Response: With the new facility emergency equipment will be able to reach many residential areas, both single dwelling homes and apartments, minutes faster. Often those few minutes will make the difference between life and death or the saving of a building.

Comment: Many of the people in favor of the proposed Build Alternative pointed out that the park is not maintained or used heavily and therefore will not curtail any activities currently being done; that it will reduce the excessive traffic on the adjacent residential streets; and will in effect provide a safer facility, both for residents, bicyclists and vehicle travelers.

Response: Comment noted.

Comment: Several people testified that Walnut Boulevard is a feasable alternative to the N.W. Circle Boulevard extension project.

Response: The Walnut Boulevard project does not serve the same trip patterns that would be attracted by N.W. Circle. If N.W. Circle Boulevard is not constructed Walnut Boulevard would receive only slightly higher traffic volumes. Out of direction travel will continue and the use of residential streets will continue to increase.

Comment: When the project is completed, some methods must be considered to discourage truck traffic and limit the high speeds of vehicles passing through the neighborhoods.

Response: It has already been determined that heavy through truck traffic will be prohibited on the Circle extension. Appropriate speed limits will be established in accordance with State Statutes and posted.

EXISTING ENVIRONMENTAL SETTING

Chapter 3

EXISTING ENVIRONMENTAL SETTING

Introduction

Chapter 3 describes the existing environmental setting of the proposed project in terms of various characteristics of the physical and human environment. The study area encompasses a corridor of land within approximately one quarter mile of the planned and existing sections of Circle Boulevard between Harrison Boulevard and N.W. Lantana Drive. The termini covers the area most directly affected by the changes in traffic volumes and patterns covered by the proposed and planned project. As noted earlier, a finding of No Significant Impact has already been prepared and approved for the proposed improvement between N.W. 9th Street and N.E. Seavy Avenue.

Physical (Natural) Environment

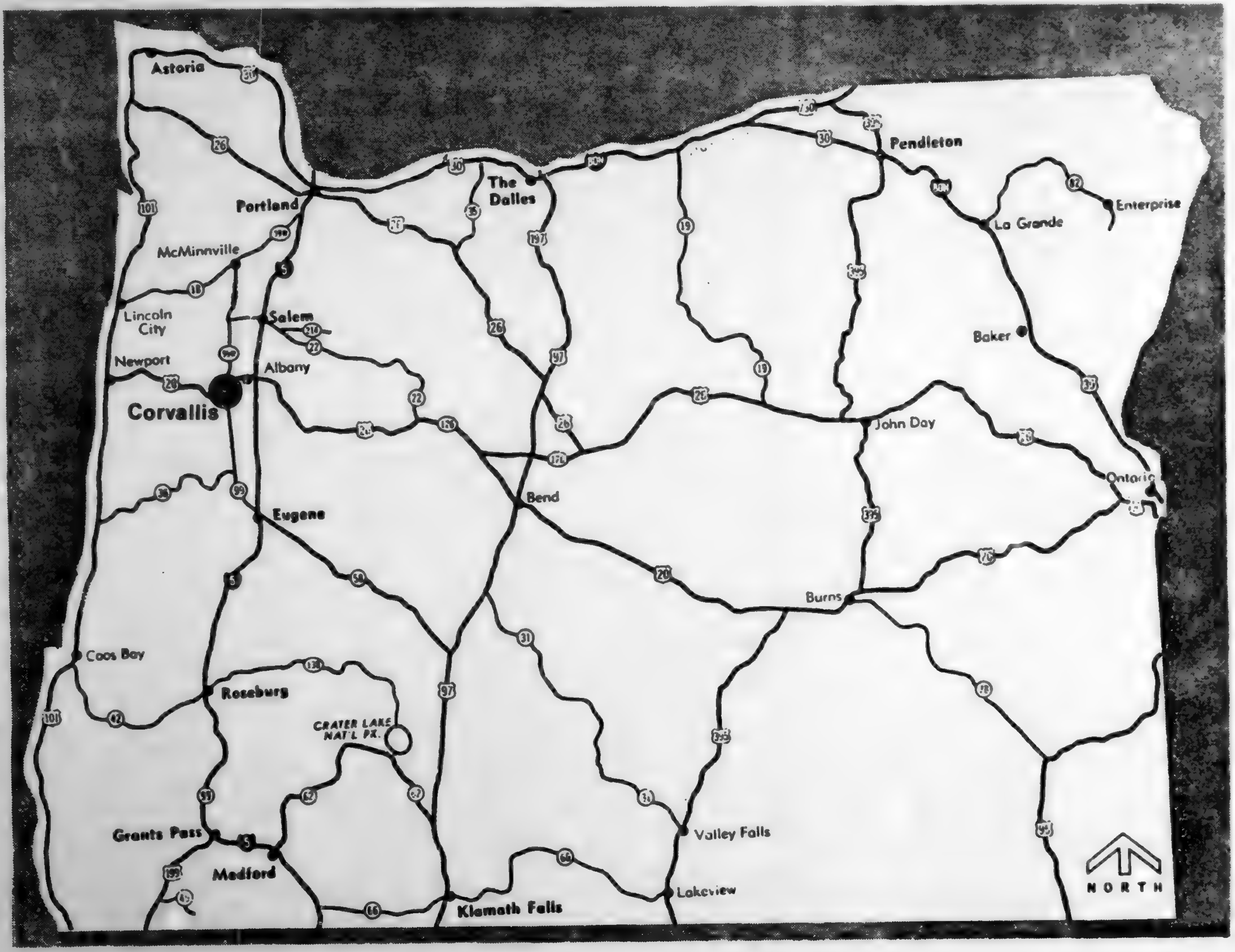
Relevant aspects of the physical environment covered in this study include: climate, topography, hydrology, water quality, geology, seismicity, soils, mineral resources, and biota.

Geographic Setting - The City of Corvallis is located on the western side of the Willamette River Valley on a relatively flat alluvial plain occasionally punctuated on the north and west by the foothills of the Coast Ranges. Figure 3-1 shows the regional setting of the City which is about 41 miles east of the Pacific Coastline and 81 miles southwest of Portland.

Climate - The climate of the Corvallis area is of a marine type with warm, dry summers and mild, wet winters. Average annual precipitation is about 40 inches with rain occurring mostly during the period from November through March. The annual average snowfall is eight inches; however, accumulations on the valley floor seldom exceed four inches. Due to marine influences, there are few severe temperature extremes in the Willamette Valley area. The mean monthly temperature varies from 38.3 degrees in January to 66.4^{o}F degrees in July. In the Corvallis area, temperatures of 90^{o}F degrees or more occur on an average of 10 to 15 days per year; temperatures below 32^{o}F degrees occur 60 to 70 days a year.

Except during unusual storm conditions, wind velocity is typically low throughout the year in the Willamette Valley. Prevailing winds are from northerly directions between May and September and from southerly directions during the rest of the year. In the winter, cold air near the surface in conjunction with cloudy skies may reduce mixing near ground level and result in a high concentration of carbon monoxide. Annual average relative humidity in the area is 89 percent at 4:00 AM, 74 percent at 10:00 AM, 60 percent at 4:00 PM, and 82 percent at 10:00 PM. Dry periods occur during temperature extremes in both summer and winter when humidity may drop to about 10 percent.

FIGURE 3-1
REGIONAL SETTING


Astoria
Portland
McMinnville
Lincoln City
Salem
Newport
Albany
Corvallis
The Dalles
Pendleton
La Grande
Enterprise
Baker
John Day
Ontario
Bend
Eugene
Burns
Coos Bay
Roseburg
CRATER LAKE NAT'L PK.
Grants Pass
Medford
Klamath Falls
Lakeview
Valley Falls
NORTH

Winter inversions only occur in periods of little or no rainfall and foggy periods; there is usually enough wind and rain to practically eliminate winter inversions. Summer inversions in the Willamette Valley are much more prevalent.

Topography - The topography of the project area is divided into two distinct sub-areas: The Willamette Valley floor or terraces, and the foothills at the northwesterly periphery of the city. Elevations range from 214 feet at the eastern end of Circle Boulevard to 507 feet at the top of Cemetery Hill near Sunview Drive, and 491 feet at the top of Witham Hill at Witham Hill Drive.

Most of the urban development has occurred on the broad Willamette Valley terrace between elevations of 220 to 300 feet. However, in recent years considerable development has extended into foothill areas. These are the principal areas being developed at this time.

Roadway grades and ground slopes along Circle Boulevard are approximately 1 percent between Dogwood Drive and U.S. 20. Between Dogwood Drive and Arbol Place, roadway grades increase to approximately 3 percent. Existing ground slopes along the alignment of the proposed Circle Boulevard extension reach 12 percent near Witham Hill Dirve. Side slopes in this natural draw range between 12 and 26 percent, decreasing to about 8 percent near Witham Hill Drive. A possible further extension of Circle Boulevard to Harrison Boulevard would traverse terrain with natural slopes of 2 to 12 percent.

Hydrology - Figure 3-2 shows that the Circle route lies in the Oak Creek, Dixon Creek, and Sequoia Creek Drainage Basins. The natural drainage from the areas along Circle Boulevard and southwesterly of Witham Hill Drive drain to Oak Creek. The natural drainage along Circle between Witham Hill Drive and Kings Boulevard flows into Dixon Creek. To the east of Kings Boulevard, the natural drainage generally flows toward Sequoia Creek. Also, the existing piped storm runoff in these areas is directed to these creeks.

As development continues along the Circle corridor, pipes for storm drainage will be extended to the Oak, Dixon and Sequoia Creek basins. Open, natural drainageways are being preserved and improved in the new development areas with the rights-of-way and access being preserved and dedicated for drainage purposes.

The flood plain of the Willamette and Marys Rivers, as defined by the U.S. Corps of Engineers for the 100-year flood period (1 percent annual flooding hazard), is also shown in Figure 3-2. Most drainage problems that exist in the Corvallis area are due to the long periods of rain which occur, and the presence of highly impermeable soils in some areas, particularly those areas along the hillsides. This has not been a problem noted in the immediate project area however. Neither of the proposed projects lie within the flood plain.

Water Quality - Table 3-1 lists selected water quality measurements and relevant standards for the Corvallis-Albany area. The presence of high coliform bacteria counts is the primary ground water quality problem in the area, (though not in the project area), and is probably due to drilling near septic tanks.

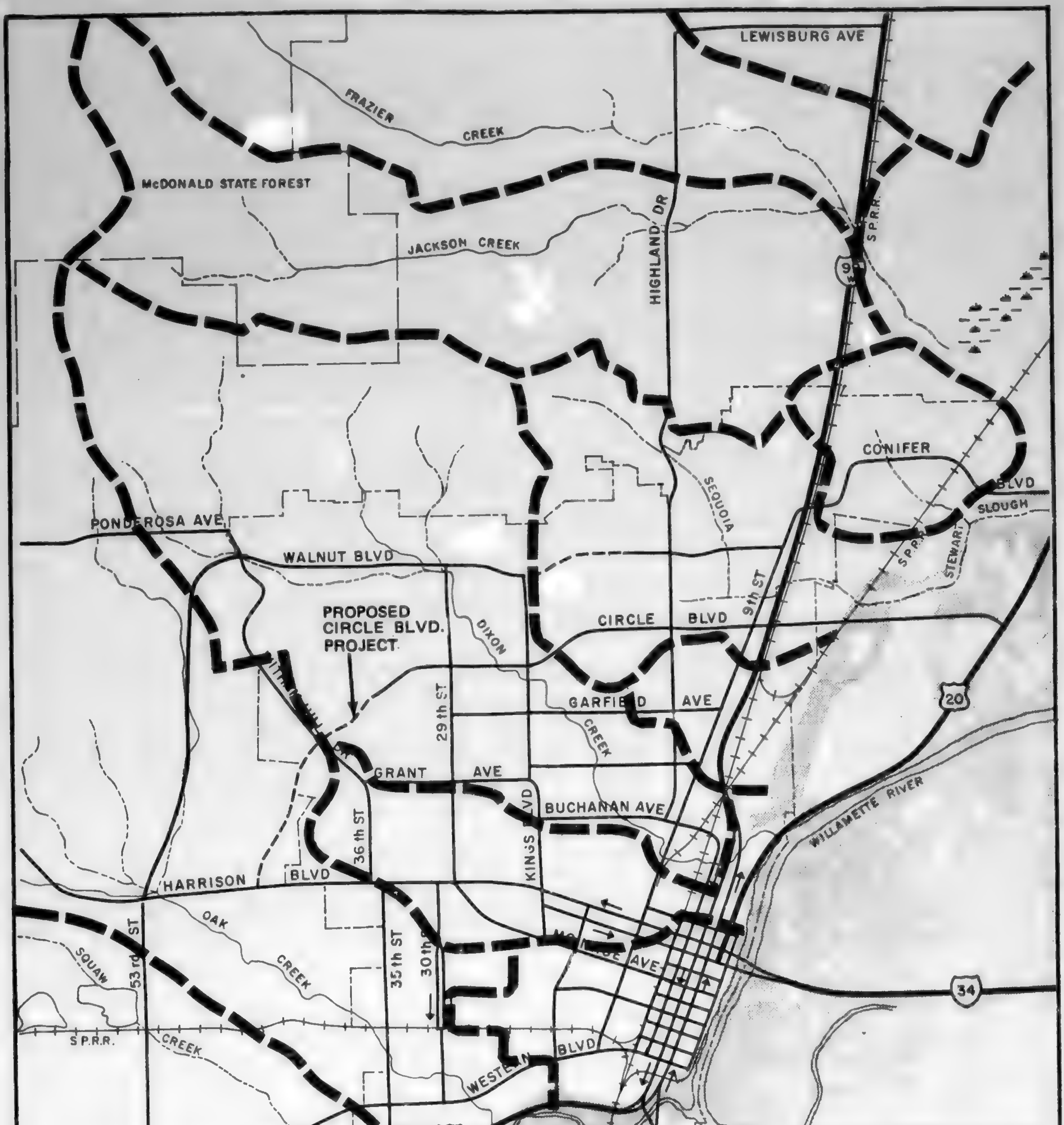

LEWISBURG AVE
FRAZIER CREEK
McDONALD STATE FOREST
JACKSON CREEK
HIGHLAND DR
S.P.R.R.
99
CONIFER BLVD
SEQUOIA
STEWART SLOUGH
S.P.R.R.
PONDEROSA AVE
WALNUT BLVD
9th ST
PROPOSED CIRCLE BLVD. PROJECT
DIXON
CIRCLE BLVD
GARFIELD AVE
29th ST
CREEK
20
GRANT AVE
BUCHANAN AVE
KINGS BLVD
36th ST
WILLAMETTE RIVER
HARRISON BLVD
OAK CREEK
53rd ST
35th ST
30th
MONROE AVE
SQUAW CREEK
S.P.R.R.
34
WESTERN BLVD
20
34
PHILOMATH BLVD
CRYSTAL LAKE DR
COUNTRY CLUB DR
MARYS RIVER
S.P.R.R.
99 W
FLOOD PLAIN
DRAINAGE BASIN BOUNDARY
0 2000 FEET

FIGURE 3-2
DRAINAGE BASINS
& FLOOD PLAINS

Table 3-1

GROUND WATER QUALITY
Corvallis Area

Pollutant Description	Findings	Standards[a]	No of Samples
Total Dissolved Solids	114-405 mg/1	500 mg/1	
Hardness:	mg/1 as CaCo$_3$	none specified	
Soft	0-60	none specified	3
Moderately Hard	61-120	none specified	11
Hard	121-180	none specified	7
Very Hard	180	none specified	6
Nitrate[b]	0-3.3	45 mg/1	11
Coliform Bacterial Densities from Domestic Wells		1/100 ml	6
Sodium Absorption Ratio (SAR)[c]	low	4 SAR	

---

[a] Standards for drinking water - USPHS

[b] Excessively high nitrate can cause a serious or fatal illness in infants (methomoglobinemia).

[c] Low SAR means the water is suitable for irrigation and will not clog the soils, thus lowering the premeability.

SOURCE: Groundwater in the Corvallis-Albany Area, U.S. Geological Survey Report.

Water quality standards not to be exceeded for the Willamette Basin, as set forth in the State-Wide Water Quality Management Plan, state that the best practicable methods of storm water run-off control must be provided during construction activities so as to maintain dissolved oxygen and overall water quality at the highest possible levels, and to keep water temperatures, coliform bacteria concentrations, dissolved chemical substances, toxic materials, radioactivity, turbidities, color, odor and other deleterious factors at the lowest possible levels.

Geology and Seismicity - The urban area is divided into two primary geologic zones: 1) the unconsolidated alluvium of the river terraces and creek beds; and 2) the older, generally sedimentary and basic igneous rocks. These rocks have poor permeability and, therefore, yield only small quantities of ground water. The alluvial sand and gravel deposits in the valleys are the most productive aquifiers. Most of the soil overburden in the hill areas is caused by extensive clay deposits.

Earthquakes are rare in the Corvallis region. A recent seismic risk map(1) indicates that the mid-Willamette Valley area has a 90 percent probability that the effective peak acceleration will not exceed .05 G during a 50-year period. There are no indications of active fault traces in the study area.

Detailed soil borings were made in 1975 for the proposed Circle Boulevard extension alignment between Witham Hill and Lantana Drives. Materials encountered were sandy clays and soft shale. The alignment would cross a drainage channel with 5 to 7 feet of soft clay at the surface. The channel drains water underground as well as on the surface. The soils report also pointed out that this location is an area where natural springs may be found.

Mineral Resources - There are no active mineral exploitations within the study area, although there are several alluvial gravel quarries near the Willamette River.

Biota - The study area is devoted primarily to man-made land uses (residences, schools, etc.). The available open space in the area is composed principally of sparse natural oak woodland, a vegetation type common and widely distributed in the Willamette Valley. Other vegetation includes some Douglas fir and maple trees, grasses, forbs (weeds), and blackberries.

No threatened or endangered species exist in the project area.(2)

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(1) Published in Civil Engineering, American Society of Civil Engineers, December, 1976, page 59.

(2) Source: District Wildlife Biologist, Oregon Department of Fish and Wildlife.

Human Environment

Jurisdictional Framework - The Study area encompasses land under jurisdiction of city, county and state authorities. The majority of the study area lies within the corporate limits of the City of Corvallis. The extreme western and eastern portions of Circle Boulevard is located in Benton County. The entire study area lies within the boundaries of Corvallis Public School District 509J. McDonald State Experimental Forest is located approximately one mile north of the western portion of the study area.

Population - The population of the City of Corvallis is estimated to be about 40,000 persons. The Corvallis transportation study area includes the Philomath and surrounding areas and has an estimated population of between 45,000 and 50,000 people. During the period 1960 to 1970, the population of Corvallis increased at an annual rate of 5.5 percent, from 20,669 persons to 36,726. Since 1970 the annual rate of increase has declined to 1.3 percent. Figure 3-3 compares recent growth trends in Corvallis, Benton County and the State of Oregon.

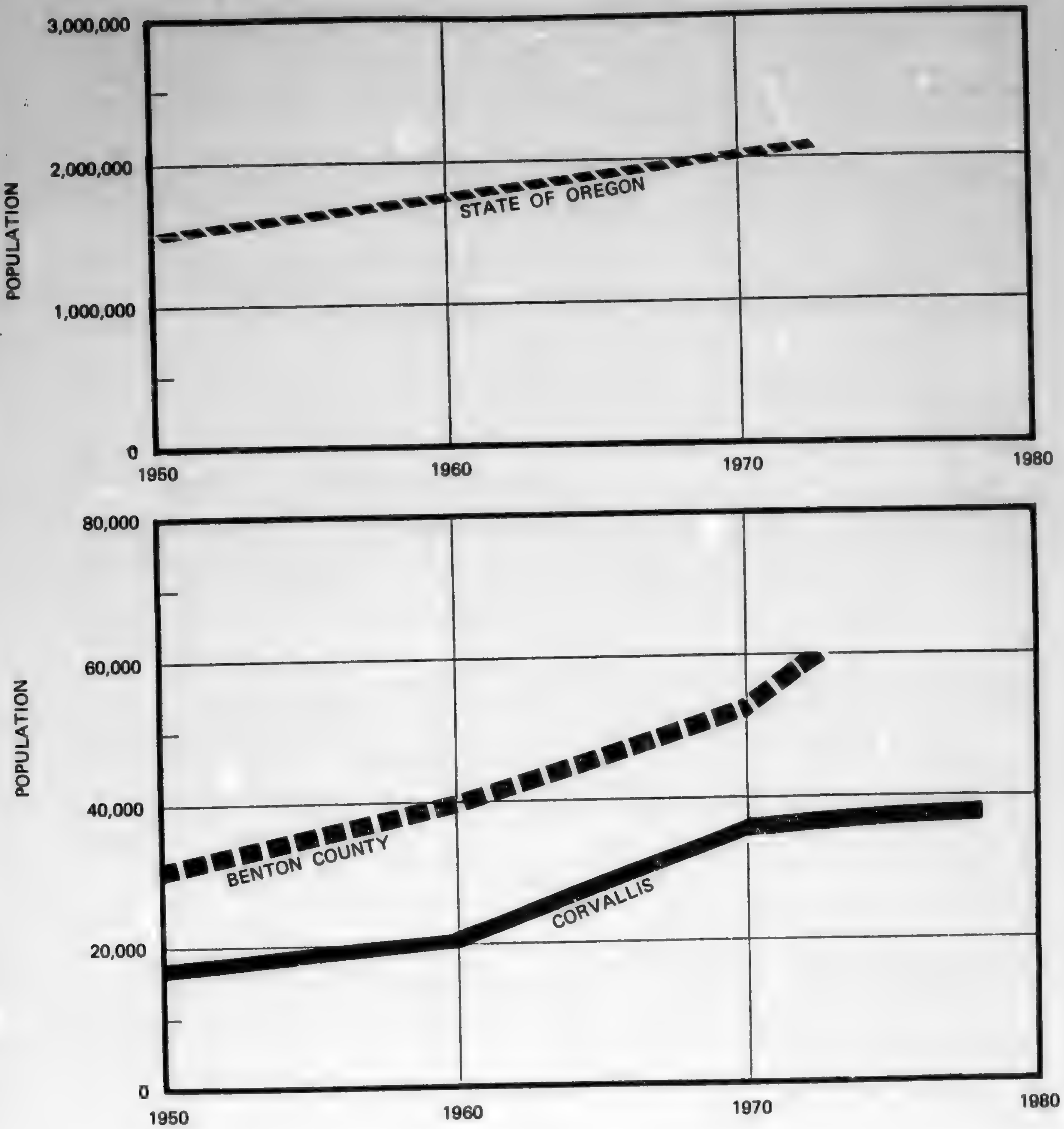
The ethnic and racial makeup of the population of Corvallis is predominantly white with only four percent of the population classified as non-white. The largest minority group is Chinese with 1.2 percent of the total population, followed by the Japanese (1.0 percent), blacks (0.5 percent), American Indians (0.2 percent), Filipinos (0.1 percent) and "others" (0.1 percent). In addition, 1.2 percent of the "white" population is classified as Spanish-speaking. Despite the relatively small portion of its population classified as non-white, minorities account for a higher percentage of the total Corvallis population (4.0 percent) than they do statewide (2.8 percent). Other significant subgroups in Corvallis are university students who represent approximately 44 percent of the total populaltion, and the elderly (those 65 and older) who account for 6.6 percent.

Employment and Income - The economy of Corvallis is to a large extent based upon the presence of Oregon State University. In 1980, the university had a full-time employment of 5,310 persons. (In addition, 1,448 students were employed by OSU.) In 1970, the entire Corvallis labor force amounted to about 12,500 persons. The majority of workers in Corvallis fall into three occupational types: professional (3.1 percent), clerical (19.0 percent), and service workers (15.3 percent). Manufacturing employment accounts for only 8.3 percent of the work force in Corvallis, substantially below the state figure of 21.4 percent; however, the Hewlett-Packard Advanced Products Division, with its initial employment of about 350 persons, is expected to significantly increase manufacturing employment in Corvallis.

Income characteristics of the Corvallis population differ somewhat from those of the state as a whole. Table 3-2 compares Corvallis to the State of Oregon in several income-related categories. Both the median and mean family income levels were slightly higher in Corvallis in 1970 than for the entire state; however, per capita income and the income of all unrelated individuals were somewhat lower in Corvallis than statewide--probably a reflection of the large student population in Corvallis.

FIGURE 3-3

POPULATION GROWTH TRENDS



SOURCE: Census of Population, Portland State University
University Population Research and Census Center, Dec. 19/7.

Table 3-2

1970 INCOME CHARACTERISTICS CITY OF CORVALLIS AND STATE OF OREGON

Item	Corvallis	Oregon
Median Family Income	$ 9,542	$ 9,489
Mean Family Income	$11,362	$10,692
Per Capita Personal Income	$ 3,011	$ 3,163
All Unrelated Individuals	$ 1,465	$ 2,400
Percent Families Below Poverty Level	7.5%	8.6%
Percent Families with Income More Than $15,000	23.0%	18.0%

Public Revenues and Expenses - Table 3-3 shows the general sources of revenue that support the City of Corvallis' budget. Approximately 28 percent of Corvallis' general revenues were from non-local governmental sources, approximately 47 percent come from local non-tax revenues such as user charges, fees, fines, forfeitures, interest payments, special assessments and assessments on real properties within the City.

Table 3-3

GENERAL REVENUE SOURCES, 1980/81 CITY OF CORVALLIS

Source	Percent
Local Tax Revenues	21.5
Local Non-Taxes (User fees, charges, misc.)	53.6
Federal Revenues	13.5
State Revenues	9.6
Intergovernmental Local (County, etc.)	1.8
TOTAL	100.0

The City's annual budget exceeds $25 million per year. The budget is divided into three main parts: Operating Budget (28 percent), Capital Budget (48 percent) and Other Requirements (24 percent). Funding has been included in the Capital Budget for the two Circle Boulevard FAU projects to cover the ongoing preliminary engineering costs for these projects, including the environmental impact study.

Land Use - The project area is composed primarily of relatively new (less than 20 years old), single-family residences and multi-family dwelling units and the attendant land uses that accompany such development. Public and semi-public land within the project area is composed primarily of schools and parks. Existing land use in the study area is shown in Figure 3-4. The location of community facilities for the project area are depicted in Figure 3-5.

Land Values - Information regarding land values in the project area was obtained from the Benton County Tax Assessors' Office. The current value of an average size lot (8-10,000 sq.ft.) ranges from $15,000, for residential lots in the area immediately west of N.W. 9th Street between Walnut and Circle Boulevards, to $25,000 and up for similar size lots in the newer developing hillside areas.

Adopted Plans - The adopted Urban Area Comprehensive Plan, 1988, for Corvallis and Benton County is the basic planning document for the area and outlines official community development guidelines and policies. The general plan was recently updated; the current version was under review during this study and was adopted in December 1978. The general policies governing the major land use categories as delineated in the existing plan are as follows:

> Residential -- Low denisity residential (nine or fewer units per acre) will continue to be the predominant land use within the Corvallis area; however, the general plan calls for higher density residential development in the central part of the City, in the area adjacent to Oregon State University, and in the northern part of the City adjacent to Highland Drive, Circle Boulevard and N.W. 9th Street.
>
> Commercial -- The comprehensive plan calls for the retention of the Corvallis Central Business District as the major commercial center for the area, with other smaller commercial areas developing at major crossroads outside the CBD. A specific policy of the plan is to encourage the development of shopping centers, rather than allowing commercial activity to develop haphazardly as strip commercial along the major thoroughfares.
>
> Industrial -- As indicated in the general plan, industrial development will be located primarily in areas adjacent to regional highways and rail lines. A departure from the guidelines of the 1968 general plan has been the construction of the new Hewlett-Packard plant in an area designated residential.
>
> Public and Open Space -- The plan encourages a policy of reserving suitable land for public uses in advance of actual need. The Open Space and Recreation Master Plan concept as adopted by the Park and Recreation Board has developed immediate, intermediate and long-range

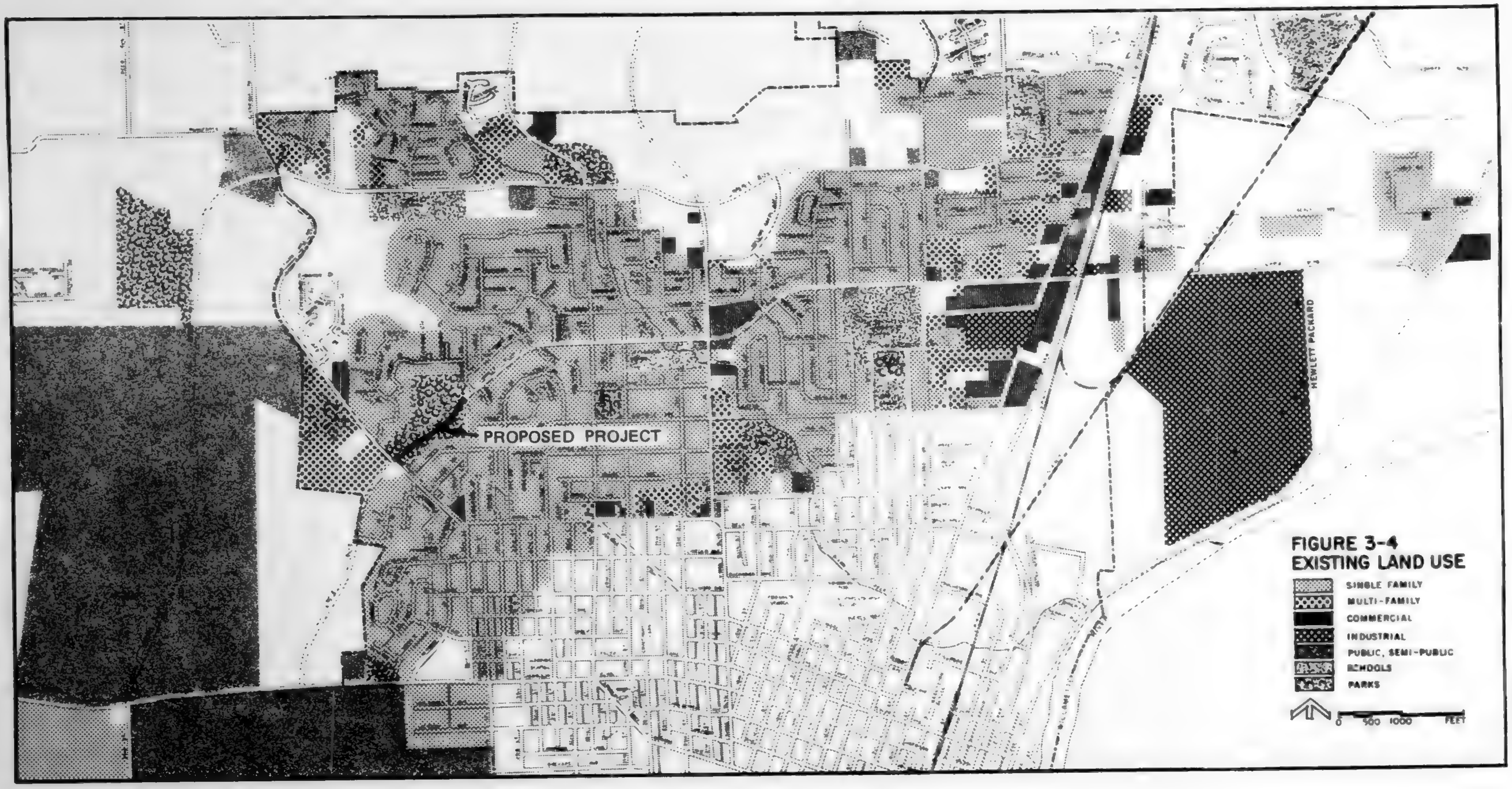
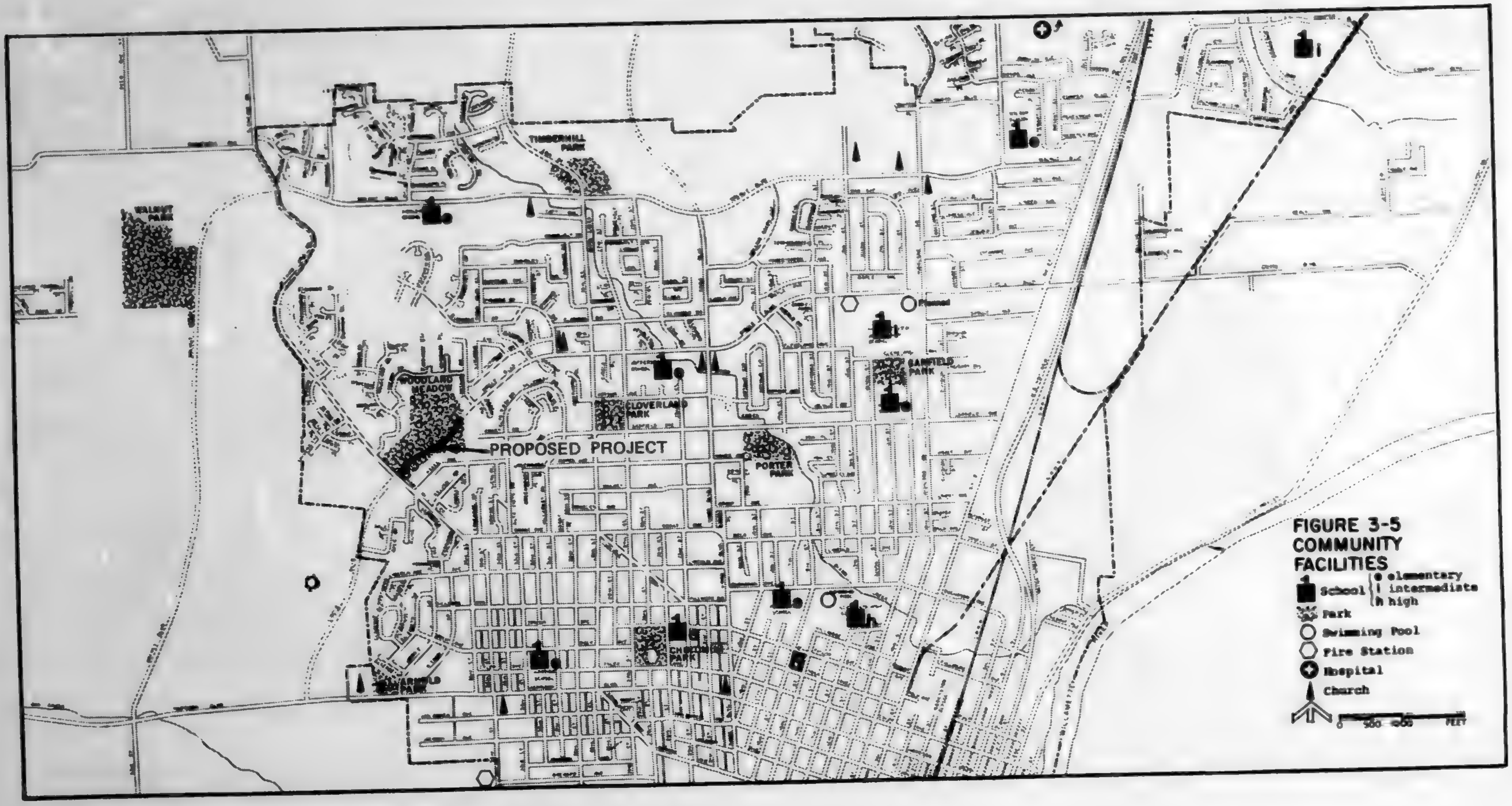

PROPOSED PROJECT
HEWLETT PACKARD
SINGLE FAMILY
MULTI-FAMILY
COMMERCIAL
INDUSTRIAL
PUBLIC, SEMI-PUBLIC
SCHOOLS
PARKS
0
500
1000
FEET

FIGURE 3-4
EXISTING LAND USE



TIMBERHILL PARK
WALNUT PARK
WOODLAND MEADOW
PROPOSED PROJECT
CLOVERLAND PARK
PORTER PARK
BANFIELD PARK
Planned
School
● elementary
I intermediate
h high
Park
○ Swimming Pool
⬡ Fire Station
Hospital
Church
0
500
1000
FEET

FIGURE 3-5 COMMUNITY FACILITIES

programs to determine the recreation needs of Corvallis based on population projection. This plan has not been formally adopted; however, it was considered in the development of the new comprehensive plan.

Relation to Existing Activity Centers - The Oregon State University campus lies approximately one mile south of the project area. The University is the primary activity center in the Corvallis area. The Municipal Airport is approximately four miles south of the City.

Other principal activity centers in the Corvallis area are the Central Business District, situated about 1.5 miles south of the study area adjacent to the Willamette River, and the lineal commercial development located along N.W. 9th Street.

Growth Patterns - Urban development patterns in Corvallis have been heavily influenced by geographic constraints. The City is surrounded on three sides by land that is poorly suited for urbanization. To the east and south are the lowland flood plains of the Willamette and Marys Rivers, and substantial acreages of state-owned property under the control of Oregon State University abut the westerly periphery. For these reasons, the direction of growth in Corvallis has been and continues to be to the north and northwest. The project area traverses the path of this rapidly expanding development area. Residential construction is presently underway in several areas within the project area, and continued residential development, especially along the Circle Boulevard right-of-way between Harrison Boulevard and Witham Hill Drive is expected to accelerate in coming years.

Open Space, Parks and Recreation - There are several neighborhood parks (Arnold, Cloverland, Porter and Garfield Parks) located within a few blocks of the N.W. Circle Boulevard route. In 1974, the City acquired approximately 33 acres of open land from the Corl family. This area lies between the western terminus of the existing Circle Boulevard and Witham Hill Drive. The final Agreement of Purchase of April, 1974, contained a requirement that an 80-foot wide public street right-of-way be provided and that "said strip shall be used for a public street known as Circle Boulevard". That right-of-way was established by the City on the basis of a street alignment which would closely fit the existing topography between the prior existing intersection of Circle Boulevard with Witham Hill Drive (created by the 1968 deeding of public rights-of-way for Circle Boulevard), between N.W. Harrison and Witham Hill Drive and the western terminus of Circle Boulevard at Lantana Drive. The parkland is bisected by the Circle Boulevard right-of-way with approximately 10 acres lying south and 20 acres north of the proposed roadway alignment. On July 5, 1977, the Corvallis City Council formally adopted the name "Woodland Meadow-Natural Park" for this open space area and approved a recommendation regarding the park's present and future use and significance. According to this recommendation, and statement of use, Woodland Meadow-Natural Park is to remain primarily an undeveloped park. The area presently accommodates such activities as kite flying, biking, blackberry picking, exercising of dogs, and picnicking. Some special activities, such as the making of kayaks, have been and are being conducted in the barn. Mr. Corl, the previous owner, has a life estate on the portion of the property that includes the house and other buildings, and he continues to live in the house. Much of the naturalness and pastoral character of the park will be preserved as deemed appropriate. The existing buildings - a barn and a house - may be remodeled in the future to accommodate Community recreational and public meeting activities. The land around the Woodland Meadow-Natural Park has been developed primarily for single- and multiple-family dwellings. Ultimate development of the park will directly relate to the character and the recreational needs of the surrounding neighborhoods, thereby directly serving these neighborhoods as a park and open space.

The passage of a bond issue enabled School District 509J to proceed with plans for the construction of the Corvallis Acquatics Center at Highland Drive and Circle Boulevard. This facility has a swimming pool that can be used all year and is large enough to accommodate competitive swimming. This facility was opened to the public in early 1979.

Historic, Archeologic and Paleontologic Resources - There are no properties or facilities within the study area that are listed, nominated or eligible for the National Register of Historic Places. In addition, the State Historic Preservation Office reports no listings from within the project area in the Oregon Statewide Inventory of Historic Sites and Buildings. A field survey revealed no properties with known potential for historic designation within the project area.(3)

In May 1980, an archeological reconnaissance survey of the N.W. Circle project areas was conducted. The results showed that no archeological sites are present.(4)

No specific locations of fossil remains (paleontologic resources) within the study area are known.

Public Services - Electric service in the study area is provided by Pacific Power and Light Company and Consumers Power Company. Natural gas is supplied to the area by Northwest Natural Gas Company. Cable television is provided by the Corvallis TV Cable Company. Telephone service is supplied by Pacific Northwest Bell. The study area is served by publicly-owned, separate storm drainage and sanitary sewers, and water systems.

Two new fire sub stations have recently gone into service and are located at N.W. 13th Street and Circle Boulevard, and at S.W. 35th Street and Washington Way (outside of study area). Any changes and additions to the existing street network will improve fire department response times, especially to locations where improved accessibility would be provided by the proposed project. The Fire Department also operates an area-wide ambulance and cardiopulmonary emergency service from the central fire station. Inquiries of the Corvallis Fire

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(3) See letter from the State Historic Preservation Office dated March 10, 1977, presented in Appendix A.

(4) See letter from the State Historic Preservation Office dated June 10, 1980 in Appendix A.

Department indicate that there are no severe or unusual fire hazards in the study area. Some fire hazards exist in the open grass fields and brushy areas during the dry summer season.

The Good Samaritan Hospital, largest hospital in the Corvallis-Philomath urbanized area, is located along Satinwood Street. Emergency vehicle routes to the areas along the western sections of Walnut Boulevard and along Witham Hill Drive are circuitous at present and would be significantly improved with the extension of Circle Boulevard from Lantana Drive to N.W. Harrison Boulevard

Schools - Two schools are located in the project area: Jefferson Elementary School at 27th Street which fronts directly on Circle Boulevard and Highland View Intermediate School which fronts on N.W. Highland Drive near the intersection of Cleveland.

Other schools which may be affected by the proposed and planned projects, although located outside the project area, include: (1) Hoover Elementary School on Walnut Boulevard near Aspen Street; (2) Harding Elementary School on Harrison Boulevard between 31st and 33rd Streets; and (3) Garfield Elementary School on Garfield Avenue, south of the Highland View Intermediate School.

The 1977 student enrollment levels of these schools are presented in Table 3-4. These figures compare to a total of about 7,300 students which were enrolled in all schools under the jurisdiction of the Corvallis School District 509J.

TABLE 3-4

PUBLIC SCHOOLS AND 1977 STUDENT ENROLLMENT
Within Circle and Walnut Boulevard Study Area

Name of School	Type	Number of Students in 1977
Jefferson	Elementary	280
Highland View	Intermediate	740
Hoover	Elementary	314

Source: Corvallis School District 509J

Air Quality Environment

Atmospheric circulation and wind pattern, determined by the maritime influence of the Pacific Ocean, play a key role in determining air quality in the Corvallis area since they affect both the rate of generation and the dispersion of man-made pollutants. October to February are high pollution months for carbon monoxide, oxides of nitrogen, and hydrocarbons. During this period, the dispersive power of the atmosphere is reduced. A combination of low mean wind speeds and hampered vertical mixing causes an inversion which traps emissions at/or near ground level. Peak concentrations of carbon monoxide occur around

8:00 A.M. and from 6:00 to 10: P.M. at times and places where traffic is heaviest and the atmosphere has minimum dispersion capability. In the summer months, from March to September, photochemical oxidants and ozone are formed as a result of reactions between hydrocarbons, nitrogen oxides, and sunlight. Because oxidants take some time to form in the strong sunlight, their formation reaches a maximum downwind from the original source of emission.

Table 3-5 shows levels of suspended particulates at Corvallis (the only pollutant measured by DEQ at this station) as recorded by the State Department of Environmental Quality. Standards for suspended particulates were not exceeded.

Table 3-5 also shows recent trends in sulfur dioxide concentrations at Corvallis. it may be seen that, although standards have not been exceeded, amounts of SO_2in the area have increased from 1970 to 1976.

Using most recent available traffic counts, (see Figure 3-9) an area source model and several line source dispersion models for calculating emissions were applied to the project area in order to estimate present worst-case pollutant concentrations.

The following three areas were chosen for the determination of area source concentrations at typical locations:

- Area I includes Witham Hill Drive between Walnut and proposed Circle, at Walnut Boulevard;
- Area II centers on Kings Boulevard between Circle and Walnut Boulevards; and
- Area III includes Circle and Walnut Boulevards as they intersect with N.W. Ninth Street and Oregon 99W.

As shown in Tables 3-6 and 3-7, present concentrations are estimated to be within allowable limits as determined by state standards. Of the three areas, area III is seen to have the highest pollutant concentrations as well as the highest traffic volumes. The highest line source concentrations are on the 9th Street-Oregon 99W link. On Circle Boulevard between Oregon 99W and 9th Street, the 10 milligrams per cubic meter 8-hour standard is nearly exceeded at distances up to 100 feet from the center of the roadway on the downwind side of the street. Another link on Circle Boulevard where the 8-hour standard is sometimes exceeded is from Highland to Kings. No officially measured and recorded air data for lead oxides of nitrogen, oxidants, or nonmethane hydrocarbons were found.

Ambinent Noise Environment

The noise information contained in this section of the Final Environmental Impact Statement has been modified from that and included in the Draft EIS.

TABLE 3-5

Total Suspended Particulate and Sulphur Dioxide
Portland Interstate Air Quality Control Region
Mid-Willamette Area

Station No. and Location	Year	No. of Samples	Days Exceeding		Ambient Air Levels, ug/m^3		
			Secondary Standard	Primary Standard	Geometric Mean	Max 24 hr. Average	Second Highest
Suspended Particulates							
OSU	1970	60	0	0	35.7	121	112
Corvallis	1971	58	0	0	43.2	116	110
0204006	1972	59	0	0	35.5	97	94
	1973	63	0	0	25.4	68	67
	1974	55	0	0	29.2	113	104
	1975	58	0	0	22.8	92	77
	1976	60	1	0	30.0	180	100
	1977	60	0	0	29.3	100	87

	Year	No. of Samples	24-Hour Maximum	Annual Means	
				Arithmetic	Geometric
Sulphur Dioxide (ug/m^3)					
OSU	1974	78	15	13.1	13.1
Corvallis	1975	53	75	16.5	14.8
0204006	1976	56	174	21.0	16.4
	1977	51	73	16.1	14.7

Source: Oregon Air Quality Annual Report 1977, State of Oregon Department of Environmental Quality.

TABLE 3-6

Air Quality Impact Summary
Area Sources, 1978

Pollutant	Air Quality Std. Avging Time	Air Quality Standard[1]	Area I Concentrations[3]	Area II	Area III
Carbon Monoxide	1 hour	40	0.03	0.47	0.89
	8 hour	10	0.02	0.32	0.62
Non-methane Hydrocarbons	3 hour (6-9 a.m.)	160	3	32	88
Nitrogen Dioxide	Annual mean	100	1	1	10
	1 hour	500[2]	1	2	44
Sulfur Dioxide	Annual mean	60	1	3	1
	24 hour	200	3	11	6
Suspended Pariculate	Annual mean	60	1	1	1
	24 hour	150	1	4	6

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[1] State of Oregon standards in micrograms per cubic meter. CO is in milligrams.

[2] Calculated from annual arithmetic mean.

[3] Based on 1 km area centered at the project with average vehicle speed of 25 mph at peak hour conditions; expressed in micrograms per cubic meter and a wind speed of 2 mph.

*Based on conditions listed above with line sources bisecting the project area. Streets may be identified on area maps.

Note: Non-methane hydrocarbons can be used locally and regionally to estimate the potential for oxidant formation.

Note: Line and area source impact is indicated on this table as the maximum concentration of air quality standard-related contaminants expected to occur during a single year as the result of project emissions. Impact calculations are based on simplified, manual dispersion calculations and statistical techniques with conservation input values.

TABLE 3-7

AIR QUALITY IMPACT SUMMARY
LINE SOURCES FOR CARBON MONOXIDE, 1976*

Road Link	Roadside Concentration 1 hr (mg/m^3)
Circle-9th to Highland	10.9
Circle-Highland to Kings	15.2
Circle-Kings to 29th	7.1
Circle-29th to Lantana	1.9
Walnut-Kings to 29th	2.2
Walnut-29th to Witham Hill	1.7
Kings at Circle	8.8
Highland at Circle	8.8
Witham Hill at Jameson	0.2
Jameson at Woodland	1.0
36th-Harrison to Grant	4.4
19th-Circle to Walnut	1.8
29th-Harrison to Grant	7.4
Harrison at Walnut	6.1
Harrison-35th to 30th	7.4
Harrison-30th to 29th	12.2

*Calculated at 50 feet from roadway for comparative purposes. Amounts are in milligrams per cubic meter at foot receptor level with 2 mph wind at 35^0 angle to the roadway using Stability Class E. Air quality standard is 40 mg/m^3 for one hour.

This change was necessary because of new FHWA requirements for modelling and evaluating Noise impacts.(5) A complete description and methodology of the modification is available in the Technical Noise Study report which is available upon request.

Three properties of noise have an effect on the listener: frequency, intensity and changeable character.

A logarithmic scale is used to approximate the wide range of human hearing. That is, people hear changes in sound intensities in the proportion to the logarithm of the intensities. The unit of change in intensity is termed a decibel (dB). The threshold of human hearing corresponds roughly to zero dB. Table 3-8 shows the sound level of typical sources encountered in the environment. The "A" weighting scale, that which most closely resembles human hearing, is used in this assessment and is noted by the symbol (dBA). The noise descriptor used throughout this FEIS is the L_{eq}, or energy equivalent level of noise, expressed in dBA, over a protracted period of time.

There are two Noise Study criteria under the Federal Highway Program Manual, Volume 7, Chapter 7, Section 3 (FHPM 7-7-3). The first criterion is that of design noise levels, i.e. various levels of noise intensity that are tolerable in specified human activities and land uses (see Table 3-9). Under this criterion, design noise levels that are exceeded as a result of transportation projects are termed impacts for which noise mitigation measures must be investigated.

The maximum design noise level predicted at the right-of-way line in this study is L_{eq} 55 dBA, which is in conformity with design noise levels for outdoor park usages.

The second criterion pertains to predicted traffic noise levels that are substantially higher than the existing noise levels". This is termed a significant noise increase, with an increase beyond the ambient in excess of 10 dBA.

The Noise study shows that noise could increase by 19 dBA from the present extremely quiet 36 dBA to a level of L_{eq} 55 dBA at the right-of-way line, if mitigation is not provided. Analysis of such mitigation measures is therefore warranted, according to this section criterion.

---

(5) Noise prediction models utilized in the study were the FHWA Noise Prediction Model. Two versions of the same model were utilized. NOISE3, a computer program developed by the Oregon Department of Transportation, and STAMINA 1.0, a FHWA program described in FHWA-RD-78-138.

TABLE 3-8

Approximate Sound Levels of Common Noises

DECIBELS	150	Jet Plane at Takeoff - 150
	140	THRESHOLD OF PAIN
	130	Pneumatic Riveter - 130
	120	
	110	Rock and Roll Band - 108-114
	100	Jet Flyover at 1000 feet - 103
		Farm Tractor - 98
		Power Mower - 96
	90	Motorcycle at 25 feet - 90
		Food Blender - 88
		Heavy Street Traffic at 15 feet - 85
		Diesel Truck, 40 mph at 50 feet - 84
	80	Garbage Disposal - 80
		Car, 65 mph at 25 feet - 77
	70	TV Audio, Vacuum Cleaner - 77
		Electric Typewriter at 10 feet - 64
	60	Conversation - 60
		Background Music - 60
		Large Transformers at 100 feet - 50
	50	Light Traffic at 100 feet - 50
		Bird Calls - 44
	40	Urban Ambient Sound - 40
		Very Quiet Radio in Home - 40
		Library - 35
	30	
	20	Broadcasting Studio - 50
	10	Leaves Rustling - 10

TABLE 3-9

Federal Highway Administration Design Noise Level Standards

Activity Category	Design Noise Levels - dBA $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Traffic in this report was projected on the basis of Network 5, City of Corvallis Master Plan. Projections as shown in Table 3-10, are for the year of 1990. Heavy trucks with nonlocal destination (through trucks) are prohibited in parts of existing Circle Boulevard, and it has been assumed that they will be prohibited on the proposed project. Worst case conditions for noise would be the hourly traffic during the projected peak traffic hour.

On May 20, 1980 noise measurements were taken for the project area. The measurement locations are shown in Figure 3-6. Measurements #1 and #2 represent the existing ambient noise level in the Park while measurements #3 and #4 are close to existing streets. Measured and computed levels of existing noise are shown and compared in Table 3-11.

Predicted noise levels at the distances from the proposed centerline are shown in Table 3-12. It is predicted that without mitigation, an increase of 10 dBA over the present ambient is anticipated at 190 feet from the proposed centerline. The zone of significant increase (that is where increases over the ambient L_{eq} values exceed 10 dBA) was therefore established at 190 feet from the centerline on either side of the proposed street, (see Figure 3-7). The area within this zone is considered to be adverse affected.

Visual Characteristics - The Circle Boulevard route is shown in a series of photographs in Figure 3-8.

Southwesterly of the present terminus of Circle Boulevard, the existing Circle Boulevard right-of-way follows an alignment to Witham Hill Drive along a natural draw and through the open grassy fields and rolling terrain of the Woodland Meadow-Natural Park. Some oak trees and woodlands are located along the perimeter of the park, and the lower portion of the draw is dominated by wild blackberry thickets and other wild brushes.

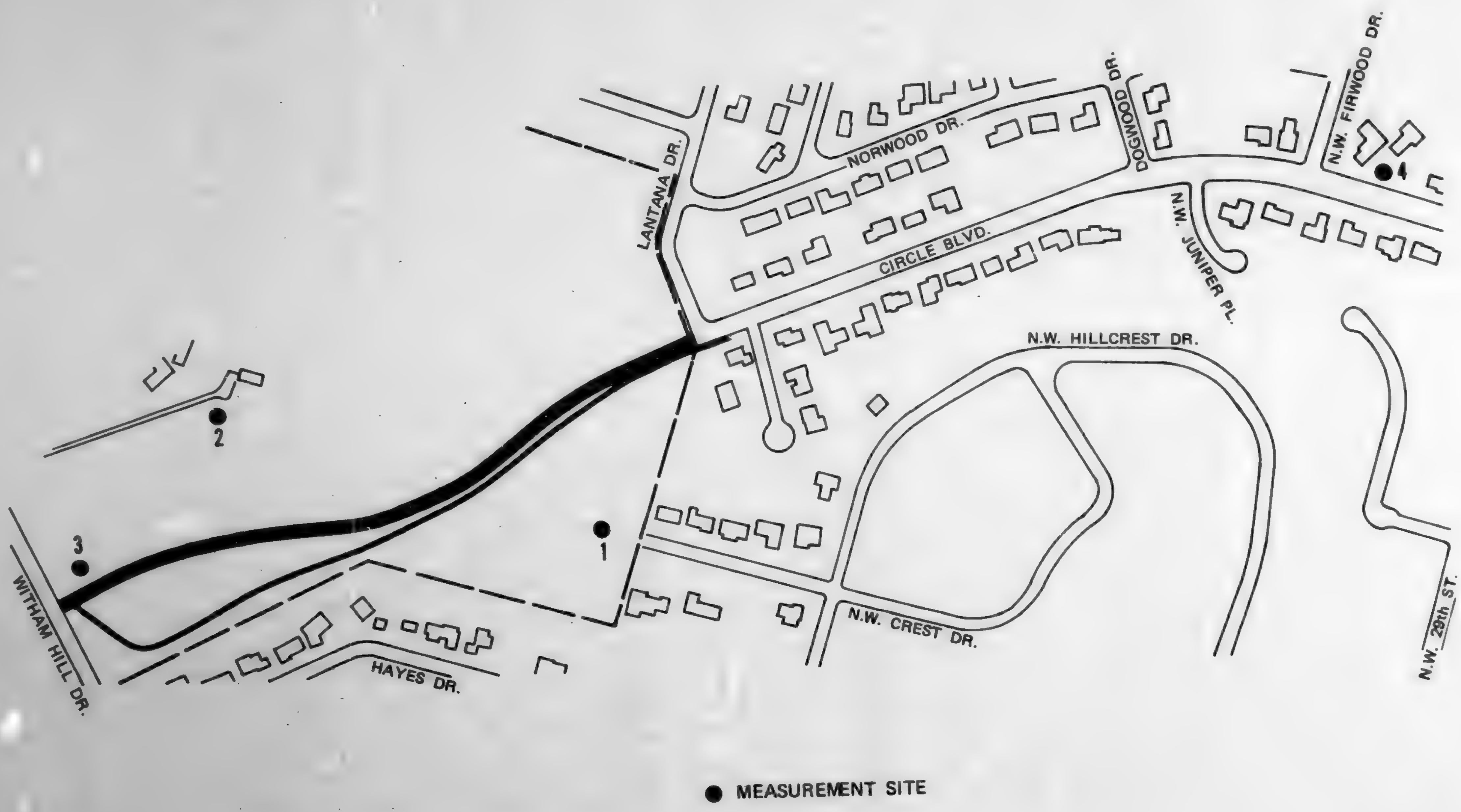
Between Harrison Boulevard and Witham Hill Drive, the Circle Boulevard right-of-way traverses designated single- and multi-family residential areas. Two large multi-family complexes exist and another is under construction in the area west of Witham Hill Drive and north of the Circle Boulevard right-of-way. Also, a new single family subdivision has recently been completed in the southwestern quadrant of Circle and Witham Hill Drive. Most of the area through which this section of Circle Boulevard would pass is dominated by open pasture lands, oak trees, wild rose bushes, and blackberry vines along the gently sloping hills.

Between Lantana Drive and 29th Street, Circle Boulevard is fronted by one- and two-story, single-family homes. The street follows an extension of the draw from Witham Hill that opens onto a flat area at about 29th Street. The topography rises rather sharply on both sides of the street since large trees remain, but most vegetation and trees have resulted from residential landscaping.

East of 29th Street to about Highland Drive, Circle Boulevard is dominated by one-story, ranch style, single-family homes, which are set back from the street. Other visual aspects of this western portion of Circle Boulevard include two schools, several churches of contemporary design and a neighborhood shopping center at Kings Boulevard.

FIGURE 3-6

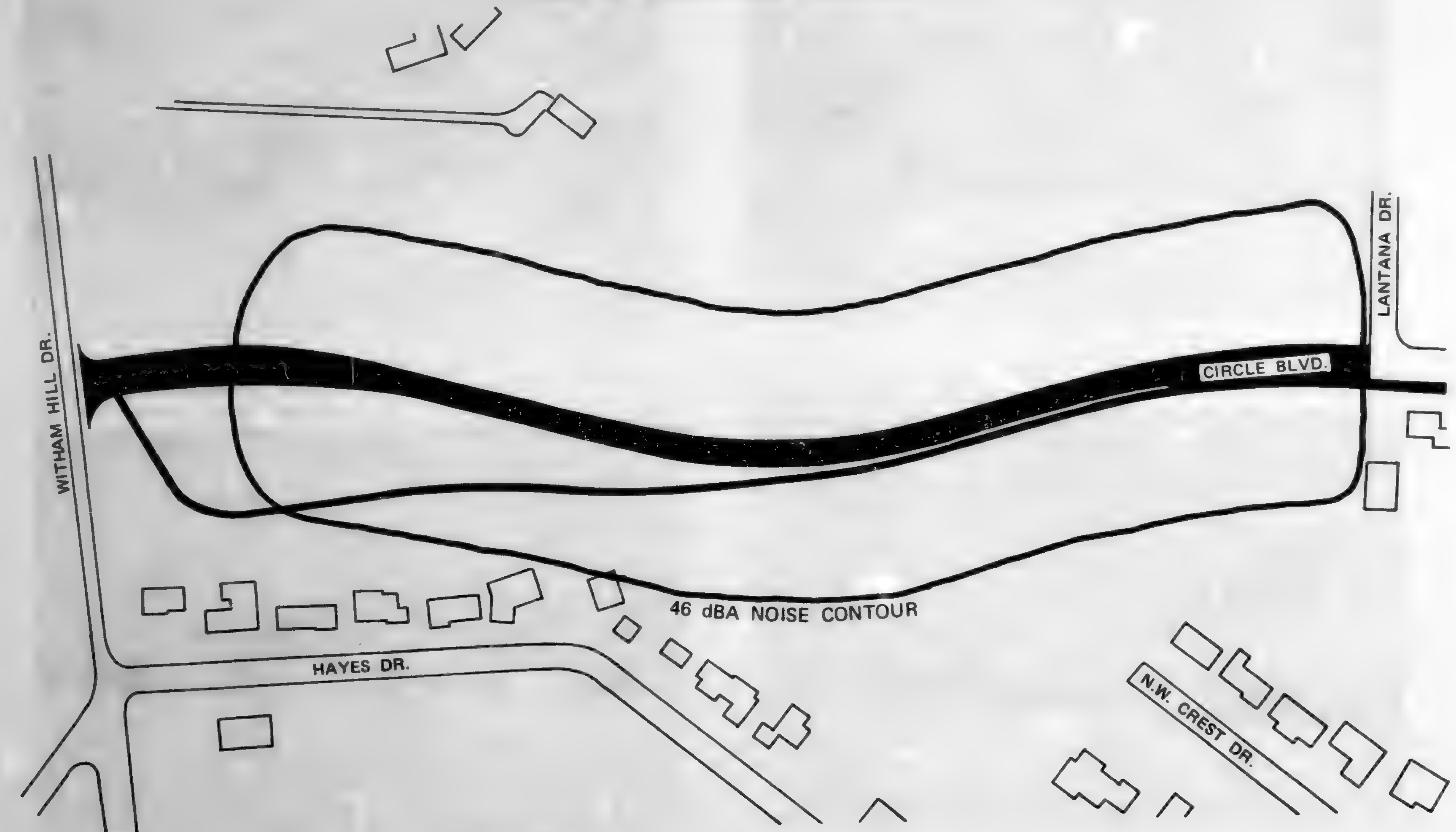
NOISE MEASUREMENT LOCATIONS



NORWOOD DR.
DOGWOOD DR.
N.W. FIRWOOD DR.
LANTANA DR.
CIRCLE BLVD.
N.W. JUNIPER PL.
N.W. HILLCREST DR.
2
1
3
4
WITHAM HILL DR.
HAYES DR.
N.W. CREST DR.
N.W. 29th ST.
● MEASUREMENT SITE

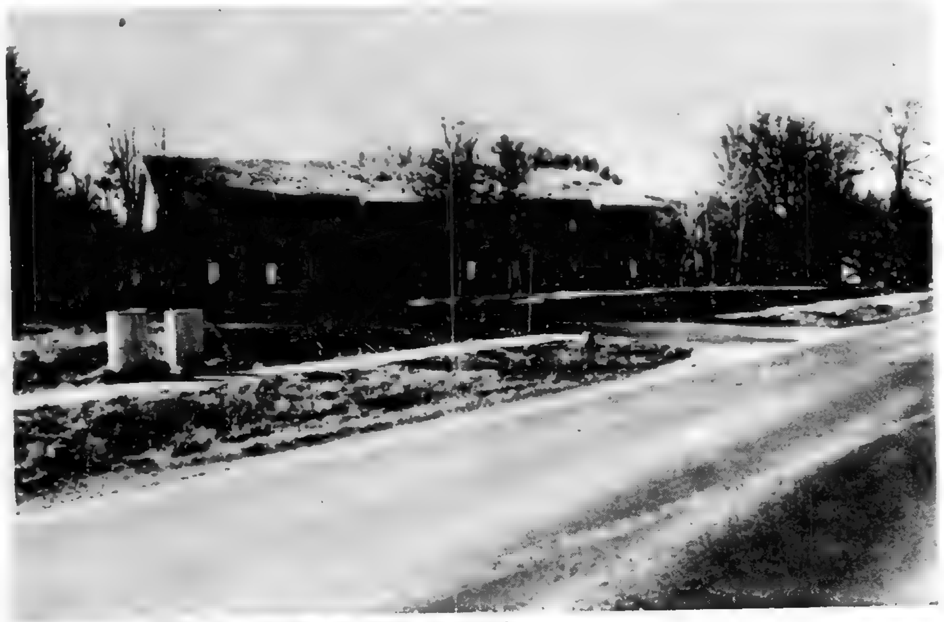
FIGURE 3-7

ZONE OF SIGNIFICANT INCREASE

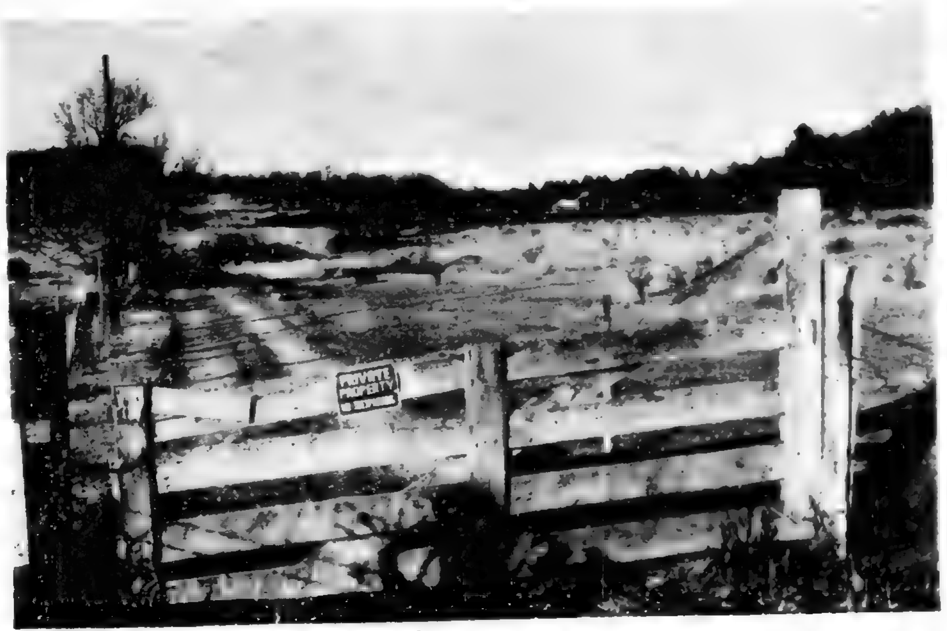

WITHAM HILL DR.
LANTANA DR.
CIRCLE BLVD.
46 dBA NOISE CONTOUR
HAYES DR.
N.W. CREST DR.

Harrison Boulevard at intersection of proposed Circle Boulevard extension looking southwest.

Southern section of right-of-way as seen from the east looking north

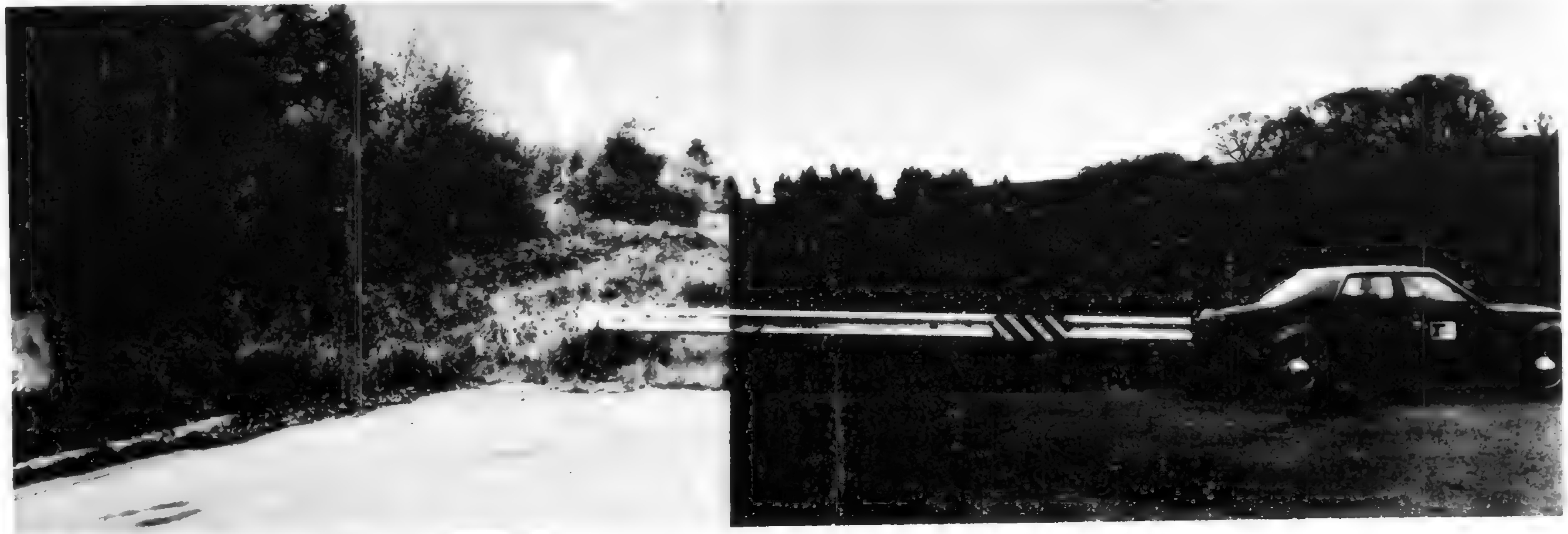


View from Harrison Boulevard toward Witham Hill Drive area (center of picture)

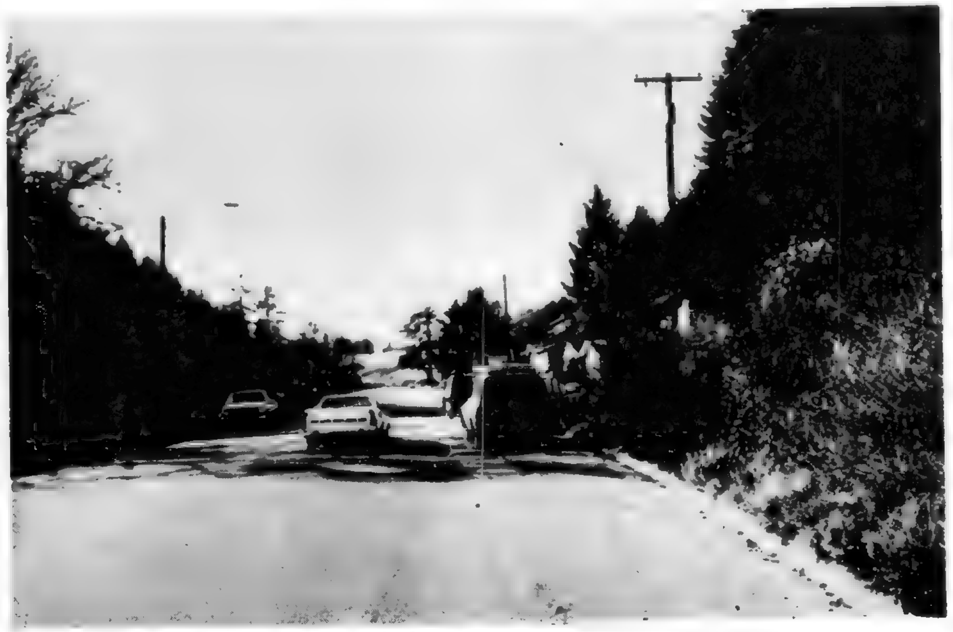


Intersection of Circle Boulevard at Witham Hill Dr. near Ash State development (background)

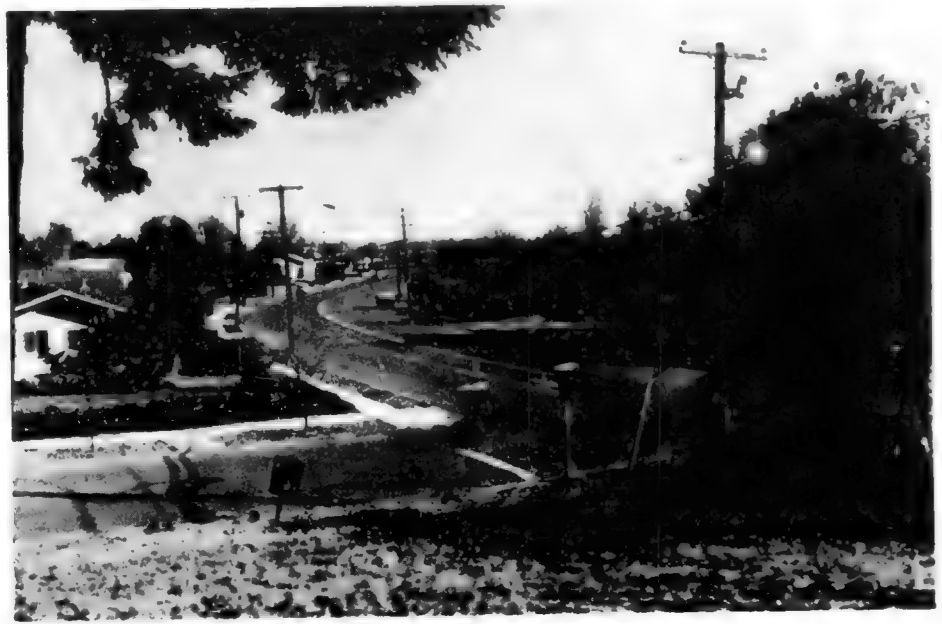
FIGURE 3-8
Sheet 1



Woodland Meadow-National Park at Lantana Dr.
looking west towards Witham Hill Drive



Looking west from Dogwood Drive
towards Woodland Meadows-Natural Park



Looking east along Circle Boulevard
from Dogwood Drive

FIGURE 3-8
Sheet 2

TABLE 3-10

Circle Boulevard Traffic

Section	Year	Average Day			Peak Hour		
		Vol.	%M.T.V.	SP	Auto	M.T.	SP
1) 29th-	1980	2500	3.0	25	210	4	24
Dogwood	1990	3500	3.0	24	290	5	23
2) Dogwood-	1980	1000	3.0	21	80	2	20
Lantana	1990	1600	3.0	20	130	3	19
		Build					
1) 29th-	1980 (Existing)	2500	3.0	25	210	4	24
Dogwood	1990	6200	3.0	23	520	9	22
2) Dogwood-	1980 (Existing)	1000	3.0	21	80	2	20
Lantana	1990	4300	3.0	19	360	6	18
3) Lantana- Witham Hill	1990	3600	3.0	23	300	5	22

Abbreviations:
Vol. = Total Traffic Volume (Veh./day)
M.T. = Medium Trucks (six tires)
M.T.V. = Medium Truck Volume (Trucks/day)
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, and Lt. Trucks

TABLE 3-11

Measured and Computed Levels of Existing Noise

Measurement	Vehicles/hr. Autos	Med. Trucks	Speed	L_{eq} Meas.	L_{eq} Computed
#1	n/a	n/a	n/a	36 dBA	n/a
#2	n/a	n/a	n/a	37 dBA	n/a
#3	299	3	25	50 dBA*	50 dBA*
#4	228	0	25	55 dBA	55 dBA

*at 108-feet east of east curb of Witham Hill Drive.

TABLE 3-12

Distance out from Centerline of proposed Circle Blvd.	Year 1990 Without Mitigation (dBA, L_{eq})
64 feet	52
106 feet	49
148 feet	47
190 feet	45

All of the development along the entire length of Circle Boulevard west of Oregon 99W occurred after Circle Boulevard was improved to arterial/collector street standards.

Transportation

Existing Roadway Network - Major regional highways which serve the Corvallis area are the following:

> State Route Oregon 99W is a primary highway running north and south through the Corvallis area which passes through the eastern portion of the study area, generally paralleling the Southern Pacific Railroad tracks. Oregon 99W connects Corvallis with the Portland and Salem metropolitan areas to the north and the Eugene metropolitan area to the south.
>
> U.S. 20 links Corvallis with the Pacific Coast at Newport to the west and Albany and Interstate Highway, I-5, to the northeast, as well as to eastern Oregon.
>
> State Route Oregon 34 links Corvallis with the Pacific Coast at Waldport and connects to U.S. 20 at Lebanon.

Oregon 34 provides the major connecting link between Corvallis and Interstate I5. U.S. 20 and Oregon 34 generally follow the same route through Corvallis and they are coincident with oregon 99W through the Corvallis CBD area.

Figure 3-9 shows the state's primary and secondary Highway network as located in the Corvallis Urban Area. Also, it shows the city's major arterial and collector street network. Table 3-13 presents a generalized inventory of the arterial/collector streets located within the city. Figure 3-10 is a traffic flow map that shows traffic volumes for most of the streets in the network.

Emergency and Truck Routes - At the present time, Corvallis has no designated truck routes, although some routes (e.g., portions of Circle and Harrison Boulevards) have truck weight restrictions relating to through truck traffic. This restriction permits local deliveries and service without requiring a special permit; a "through truck" is defined as any truck that does not have an origin or destination within the city.

The City's emergency route system, developed in conjunction with the 1968 Community Shelter Plan, is made up of several major arterial and collector streets and is designed to provide access to emergency shelter facilities. Designated emergency routes in the vicinity of the proposed and planned projects include: N.W. 9th Street and Kings Boulevard between Harrison and Circle Boulevards; Circle Boulevard from Oregon 99W to Kings Boulevard; and Oregon 99W for its entire length.

Traffic Composition - The volume of truck traffic on major streets in the study area is quite low. Actual counts at selected locations between 2:00 and 6:00 P.M. (see Table 3-14) indicate that trucks account for less than three

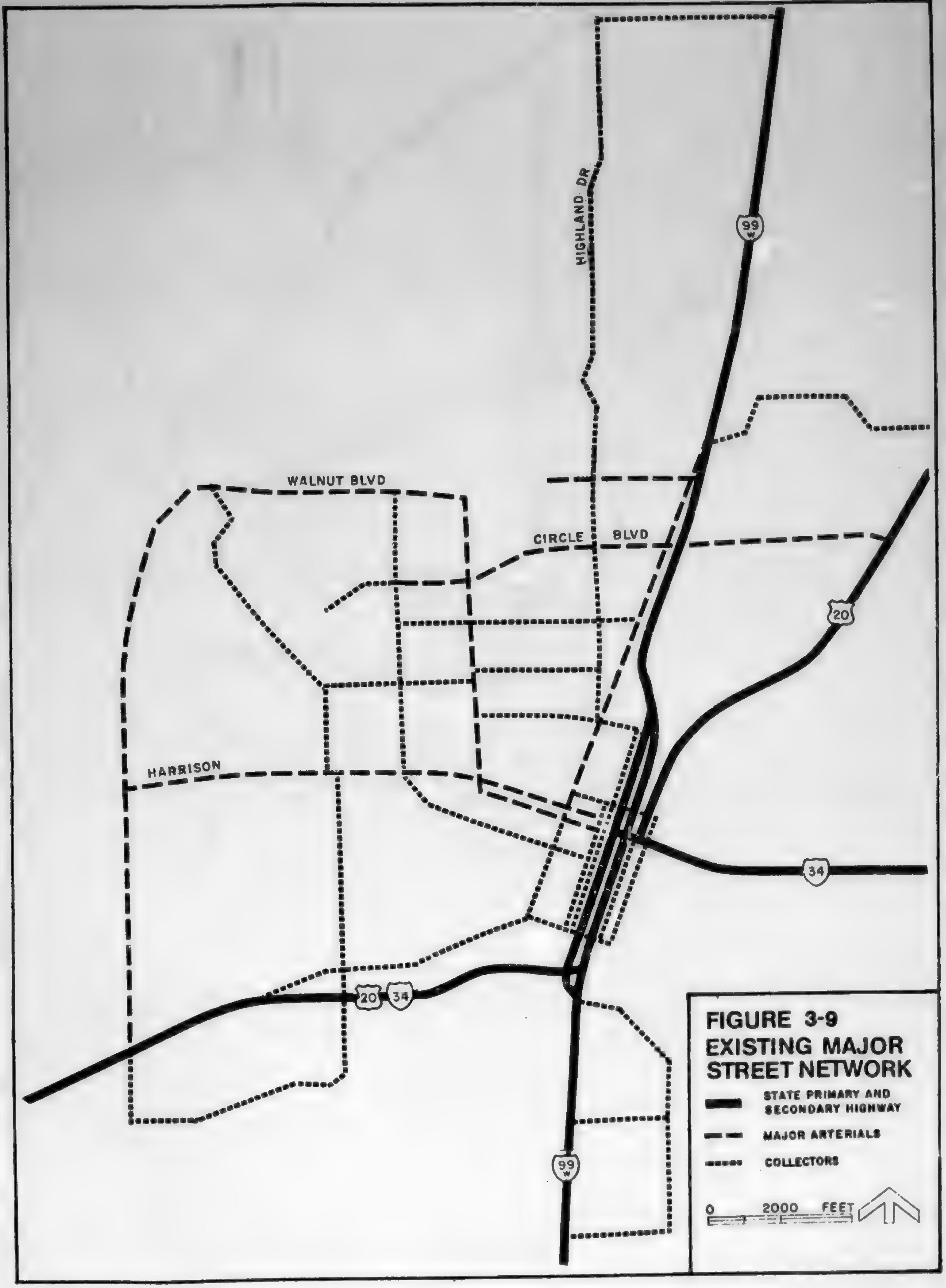

HIGHLAND DR.
99 W
WALNUT BLVD
CIRCLE BLVD
20
HARRISON
34
20
34
99 W
STATE PRIMARY AND SECONDARY HIGHWAY
MAJOR ARTERIALS
COLLECTORS
0
2000
FEET

FIGURE 3-9
EXISTING MAJOR STREET NETWORK

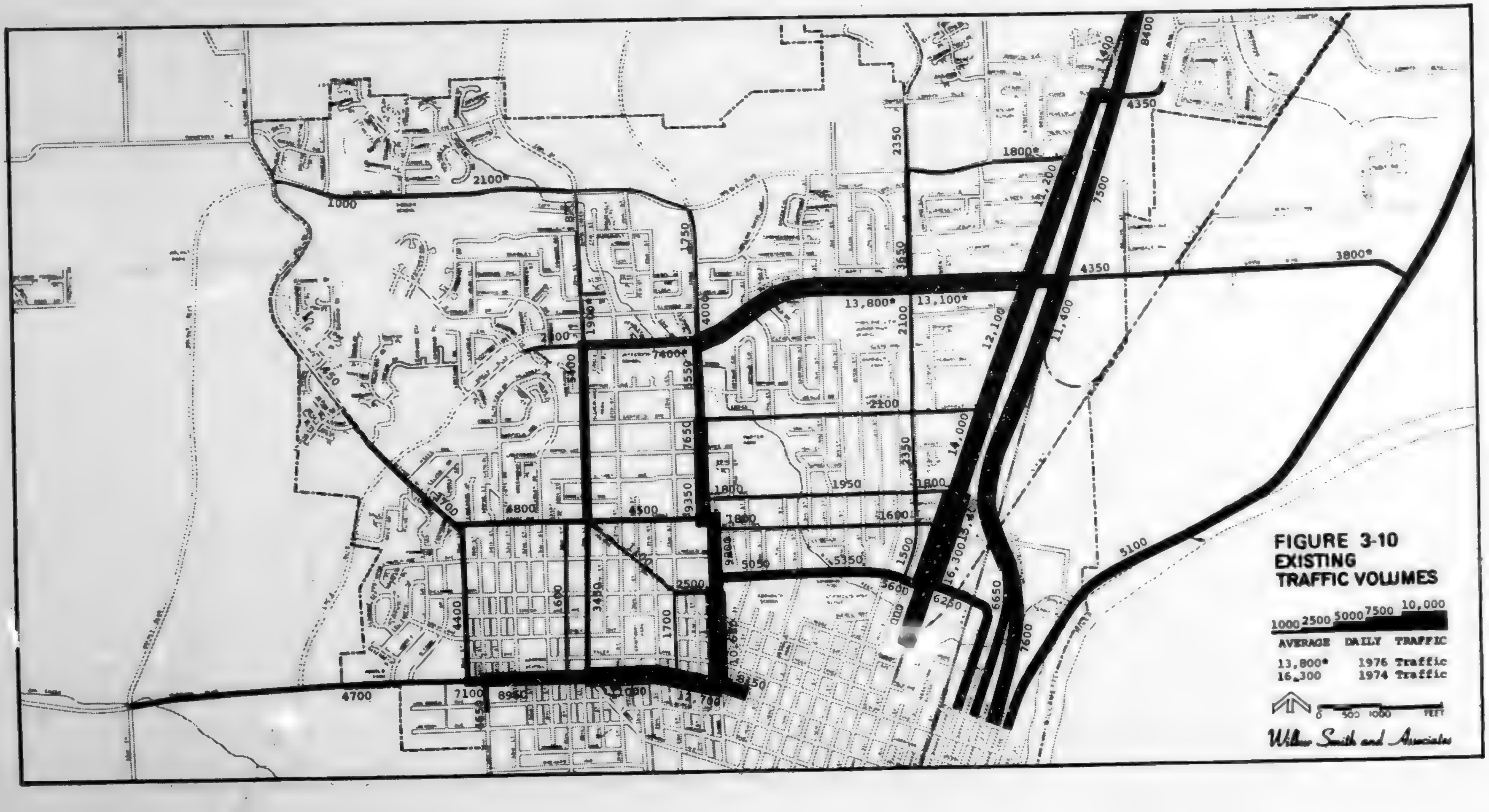


FIGURE 3-10
EXISTING
TRAFFIC VOLUMES

1000 2500 5000 7500 10,000
AVERAGE DAILY TRAFFIC
13,800* 1976 Traffic
16,300 1974 Traffic
0 500 1000 FEET
Wilbur Smith and Associates
8400
1400
4350
2350
1800*
15,200
7500
2100*
1000
1750
3650
4350
3800*
13,800*
13,100*
4000
12,100
11,400
1900*
2100
5400
7600*
3550
2100
14,000
7650
3350
1950
1800
4700
6800
4500
9350
1800
1690
1800
5050
5350
1500
16,300
13,400
6650
5100
9800
2500
5600
6250
4400
1600
3450
1700
10,650
7600
8150
4700
7100
8950
11,050
12,700

TABLE 3-13

Street Inventory

Street	From	To	Classi-fication[a]	Length (feet)	Lanes	Pave-ment Width (feet)	R-O-W Width (feet)	Parking	Speed Desig-nated	ADT[b]	Capacity (Level C)	V/C[d]
Buchanan Ave.	9th Street	Kings Boulevard	FAU, Col.	3400	2	40	60	Both Sides	25	5,400[e]	10,000	0.54
Circle Boulevard	U.S. 20	Seavy Avenue	FAU, Art.	3880	2	26-44	70-80	Both Sides	25	3,755[g]	14,400	0.26
Circle Boulevard	Seavy Avenue	Oregon 99[h]	FAU, Art.	1920	2	22	40-55	NO	35	4,350[e]	10,000	0.44
Circle Boulevard	Oregon 99W	9th Street[i]	FAU, Art.	360	4	40	60 ±	NO	35	7,500	14,400	0.52
Circle Boulevard	9th Street	Highland Drive	FAU, Art.	2000	4	60	70-80	Both Sides	35	13,100[g]	24,000	0.55
Circle Boulevard	Highland Drive	Kings Boulevard	FAU, Art.	3880	4	60	80	Both Sides	35	13,800[g]	21,000	0.63
Circle Boulevard	Kings Boulevard	29th Street	FAU, Art.	1840	4	60	80	Both Sides	35	7,400[g]	21,000	0.35
Circle Boulevard	29th Street	Dogwood Drive	FAU, Col.	600	4	60	80	Both Sides	35	2,300[f]	21,000	0.11
Circle Boulevard	Dogwood Drive	Lantana Drive	FAU, Col.	1320	2	44	80	Both Sides	25	-	10,000	-
Circle Boulevard	Lantana Drive	Witham Hill Dr.	FAU, Col.	1800 (Segment Unconstructed)			80	N.A.	N.A.	N.A.	N.A.	N.A.
Circle Boulevard	Witham Hill Dr.	Harrison Blvd.	FAU, Col.	3920 (Segment Unconstructed)			80	N.A.	N.A.	N.A.	N.A.	N.A.
Harrison Boulevard	Kings Boulevard	29th Street	FAU, Art.	2520	2	42	58	Both Sides	25	11,900[e]	14,400	0.83
Harrison Boulevard	29th Street	35th Street	FAU, Art.	2560	2	24	58	NO	25	10,200[e]	10,000	1.02
Harrison Boulevard	35th Street	53rd Street	FAU, Art.	5600	2	24	58	NO	25	4,700[f]	14,400	0.33
Highland Dr. 10th Street	Buchanan Avenue	Circle Boulevard	FAU, Col.	5000	2	34	60	Both Sides	25	1,700[e]	14,400	0.12
Highland Dr. 10th Street	Circle Blvd.	Walnut Boulevard	FAU, Art.	1700	2	44	60	Both Sides	35	2,700[e]	14,400	0.19
Garfield Avenue	9th Street	29th Street	Collector	6560	2	34-40	60	Both Sides	25	1,600[e]	10,000	0.16
Garfield Ave./Alta Vista/ Hayes Ave.	29th Street	Witham Hill Dr.	Residential	3500	2	34	50	Both Sides	25	-	8,000	-
Grant Avenue	9th Street	Kings Boulevard	FAU, Col.	4200	2	40	55-65	Both Sides	25	1,850[e]	10,000	0.19
Grant Avenue	Kings Boulevard	29th Street	FAU, Col.	1840	2	34	40-50	South Side Only	25	4,500[f]	10,000	0.45
Grant Avenue	29th Street	36th Street	FAU, Col.	2080	2	34	40-50	South Side Only	25	4,800[f]	10,000	0.48
Kings Boulevard	Harrison Blvd.	Buchanan Avenue	FAU, Col.	1700	2	29-45	40-60	NO	25	10,650[e]	14,400	0.74
Kings Boulevard	Buchanan Avenue	Grant Avenue	FAU, Col.	1400	3	40	60	NO	25	9,200[e]	14,400	0.64
Kings Boulevard	Grant Avenue	Circle Boulevard	FAU, Col.	2440	2	44	60	Both Sides	35	7,850[e]	14,400	0.55
Kings Boulevard	Circle Blvd.	Walnut Boulevard	FAU, Col.	2480	2	44	60	Both Sides	35	2,900[e]	14,400	0.20
Oregon Highway 99W	Buchanan Avenue	Conifer Drive	FAP, Art.	8560	2	30	80-100	Emergency Shoulder	50	9,450[e]	18,000	-
Walnut Boulevard	9th Street	Highland Drive	FAU, Art.	2840	2	44-46	80	Both Sides	25	1,800[g]	14,400	0.13
Walnut Boulevard	Highland Drive	Kings Boulevard	FAU, Art. (Frontage Road segment constructed, Highland to 13th)	3600	2	-	80	-	-	-	10,000	-
Walnut Boulevard	Kings Boulevard	25th Street	FAU, Art.	1080	2	44	80	Both Sides	20	-	14,400	-
Walnut Boulevard	25th Street	29th Street	FAU, Art.	1900	2	24	80 ±	NO	35	-	10,000	-
Walnut Boulevard	29th Street (Western 4000' under construction; to be completed in 1978)	Witham Hill Dr.[k]	FAU, Art.	4960	4	54	80 ±	NO	35	2,100[g]	-	-

TABLE 3-13 - continued

Street Inventory

Street	From	To	Classi-fication[a]	Length (feet)	Lanes	Pave-ment Width (feet)	R-O-W Width (feet)	Parking	Speed Desig-nated	ADT[b]	Capacity (Level C)	V/C[d]
Walnut Boulevard	Witham Hill Dr.	Harrison Blvd.[l]	FAU, Art.	9200 (Segment Unconstructed)	2	24-36	80 ±	NO	35	-	-	-
Witham Hill Drive	36th Street	Circle Blvd. R.O.W.	FAU, Col.	1480	2	40	60	One Side	25	3,700[f]	10,000	0.37
Witham Hill Drive	Circle Blvd. R.O.W.	3001 North of Elmwood	FAU, Col.	2600	2	34	60	NO	30	-	14,400	-
Woodland/Jameson Dr./ Lantana Drive	3001 North of Elmwood	Walnut Boulevard	FAU, Col.	2600	2	24	60	NO	30	-	10,000	-
9th Street	Buchanan Ave.	Garfield Avenue	FAU, Col.	1600	4	46+	80	NO	35	16,300[f]	21,000	0.28
9th Street	Garfield Ave.	Circle Blvd.[i]	FAU, Art.	3600	5[j]	52	80	NO	35-45	14,000[e]	24,000	0.58
9th Street	Circle Blvd.	Conifer Blvd.	FAU, Art.	2000	4	52	80	NO	45	11,200[e]	14,400	0.78
29th Street	Harrison Blvd.	Grant Ave.	FAU, Col.	2520	2	30-32	40	West Side Only	25	3,450[e]	-	-
29th Street	Grant Avenue	Circle Blvd.	FAU, Col.	2800	2	40	60	Both Sides	25	5,500[e]	14,400	0.38
29th Street	Circle Blvd.	Walnut Blvd.	FAU, Col.	2440	2	40	60	Both Sides	25	1,950[g]	14,400	0.14
36th Street	Harrison Blvd.	Grant Avenue	FAU, Col.	2520	2	40	60	Both Sides	25	4,400[e]	14,400	0.31

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[a] FAU = Federal Aid Urban System; FAP = Federal Aid Primary System

[b] ADT = Average Daily Traffic.

[c] Capacity - Level of Service C: Traffic operating at that capacity level is still in a zone of stable flow, but drivers are restricted in selecting their speed, change lanes, or pass; Level C is equivalent to about 80 percent of the maximum capacity.

[d] V/C = Volume/Capacity ratio.

[e] 1974/75 count.

[f] 1975 count.

[g] 1976 count.

[h] This section has two at grade railroad crossings.

[i] This section has a fully activated signal at each end - no coordinates.

[j] This section has a continuous left-turn median lane.

[k] This section under construction - to be completed in 1978.

[l] This section to be constructed in 1978.

TABLE 3-14

TRAFFIC COMPOSITION
Four-Hour, Two-Way Total (2:00-6:00 P.M.)

Street	Location	Total Vehicles	No. of Trucks	No. of School Buses	% of Trucks	Year of Traffic Count
Circle	West of Highland	4,467	140	31	3.1	1972
Circle	East of Highland	3,957	112	24	2.8	1976
Circle	W. of Kings	2,229	35	10	1.6	
Circle	E. of Kings	3,085	50	12	1.6	1973
Circle	W. of 29th	690	19	4	2.8	
Circle	E. of 29th	1,789	42	10	2.3	
29th St.	N. of Circle	474	10	1	2.1	
29th St.	S. of Circle	1,663	29	5	1.7	
Harrison	W. of 36th	1,870	31	12	1.7	
Harrison	E. of 36th	2,115	25	11	1.2	
36th St.	N. of Harrison	1,335	10	7	0.7	
Highway 34	Willamette River Bridges	15,590[a]	1,088[a]	--	7.0	1975

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[a] 24-Hour Count.
Source: City of Corvallis

percent of the total traffic volumes. A 24-hour count on Oregon 34 at the Willamette River bridges indicated that trucks comprised seven percent of the total traffic volume at that point.

Pedestrian and bicycle volumes are listed in Table 3-15. The highest volumes were recorded at intersections near schools.

Temporal Distribution - The hourly distribution of traffic on selected street sections is shown in Figure 3-11. The peaking characteristics are typical for cities of Corvallis' size. Traffic volumes during both the morning peak hour (8:00 to 9:00 A.M.) and lunch hour (12 noon to 1:00 P.M.) represent between 6 and 8 percent of the total 24-hour vehicle movements. Maximum hourly traffic volumes (8 to 11 percent of the daily total) occur between 5:00 and 6:00 P.M., the evening peak hour.

Accidents and Safety - Locations within the study area at which two or more of the same type accident occurred between January, 1970, and December, 1976, are as follows:

Circle Blvd. at 29th Street - 3 angle accidents,
3 ran-stop-sign accidents.

Circle Blvd. at 27th Street - 2 angle accidents,

Circle Blvd. at Kings Blvd. - 3 turning accidents,
6 angle accidents.

Circle Blvd. at 14th Street - 2 rear-end accidents.

Circle Blvd. at 13th Street - 6 rear-end accidents.

Circle Blvd. at Highland Dr.- 6 angle accidents,
3 ran-stop-sign accidents,
2 car-bicycle accidents.

Circle Blvd. at 9th Street - 15 turning accidents,
6 angle accidents,
5 ran-signal accidents,
2 lane-usage accidents.

Circle Blvd. at Westside Branch Railroad Crossing -
3 car-train accidents
(1965-1975).

Circle Blvd. at Toledo Branch Railroad Crossing -
3 car-train accidents
(1965-1975).

Witham Hill Dr. at 36th St. and Grant -
3 loss-of-control accidents.

FIGURE 3-11

DISTRIBUTION OF TRAFFIC

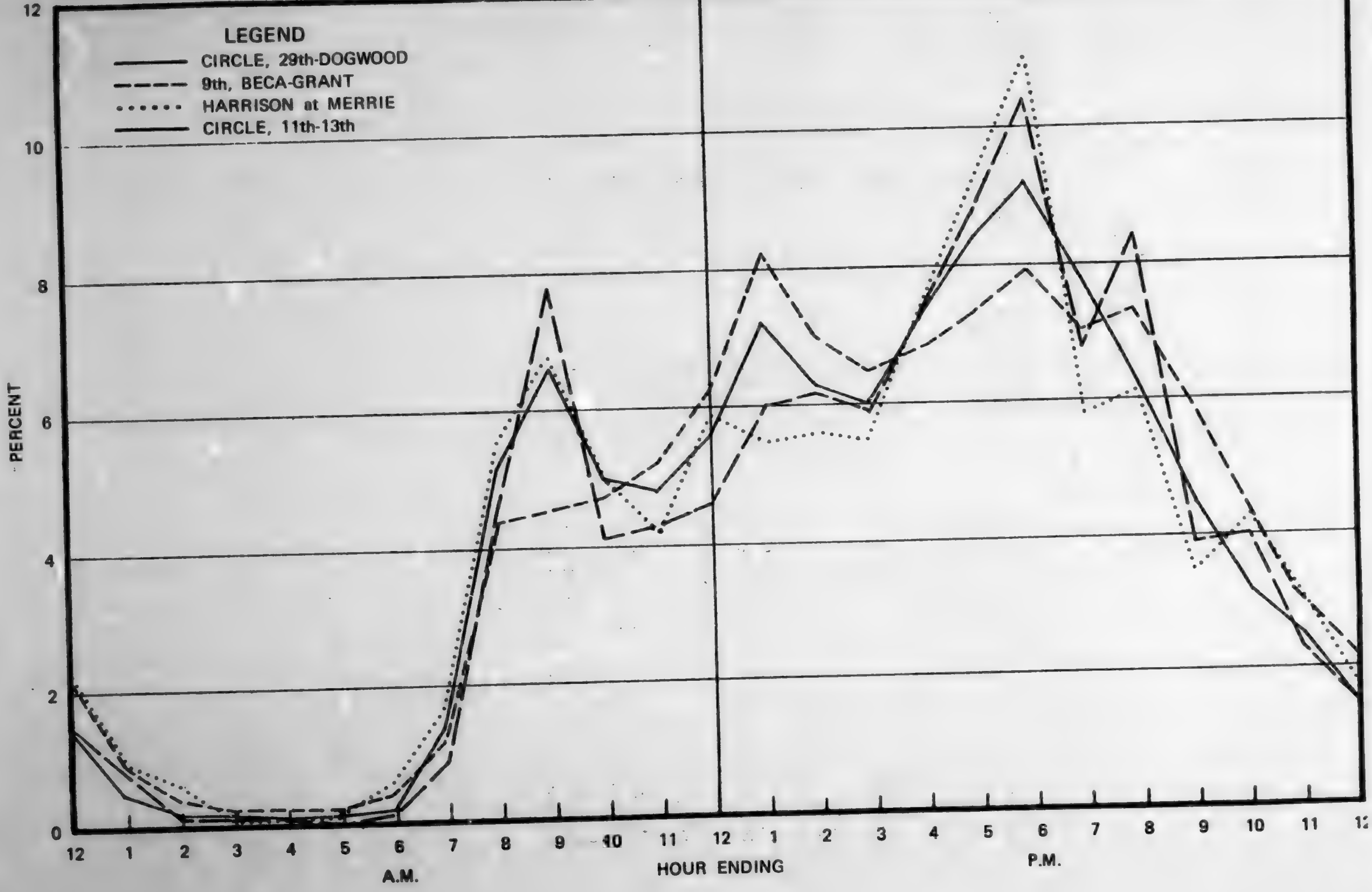

TABLE 3-15

PEDESTRIAN AND BICYCLE VOLUMES AT SELECTED INTERSECTION CROSSINGS

Four-Hour Crossing Total (2:00-6:00 P.M.)

Street Crossed	Crossing Location	Number of Pedestrians	No. of Bicycles	Year of Count
Circle	W. of Highland	45	52	1976
Circle	E. of Highland	22	94	
Highland	N. of Circle	16	19	
Highland	S. of Circle	10	33	
Circle	W. of Kings	15	14	1973
Circle	E. of Kings	22	19	
Kings	N. of Circle	23	18	
Kings	S. of Circle	11	9	
Circle	W. of 29th St.	17	32	1973
Circle	E. of 29th St.	9	36	
29th St.	N. of Circle	10	29	
29th St.	S. of Circle	2	10	
Harrison	W. of 36th St.	1	4	1973
Harrison	E. of 36th St.	5	2	
36th St.	N. of Harrison	3	15	

Source: City of Corvallis

Harrison and 36th Street - 3 turning accidents,
4 rear-end accidents.

29th Street and Grant - 2 angle accidents.

The Circle Boulevard-N.W. 9th Street and Circle Boulevard-Oregon 99W intersections are signalized, while the Circle Boulevard-Kings Boulevard intersection has four-way stop signs. A new actuated signal has been installed at 27th and Circle, and at Circle and Highland. Signals are planned for the intersection of Circle and Kings Boulevard for installation in 1981.

Other Transportation Systems - In addition to the street and highway network, Corvallis is served by a local bus system, taxis, intercity buses, airport limousines, school buses and bikeways. The Corvallis Transit Authority operates a single 16-passenger vehicle on five fixed routes within the City of Corvallis. The five routes are loops which radiate from the CBD to the outlying parts of the city. Three routes operate within the study area serving the Village Green, Good Samaritan Hospital, Circle Boulevard-N.W. 9th Street and University Park-Ash State areas. In December 1980 three new 40 passenger busses will begin operation on six routes. This will provide a significant improvement in transit services throughout Corvallis.

Corvallis also has an extensive bikeway network which criscrosses the City generally on collector streets rather than the major arterials. Street sections designated as "Phase 1 Bicycle Routes" in the Project area include:

Circle Boulevard between 23rd and 27th Streets.
Hillcrest Drive from Grant to Garfield Avenues.
27th Street from Garfield Avenue to northern terminus.
23rd Street from Garfield Avenue to Circle Boulevard.
11th Street-Highland Drive from Garfield Avenue to Walnut Boulevard.

The "Proposed Bikeway Corridors for the Comprehensive Plan" show extensive changes and additions to the bikeway network in the project area. This preliminary plan shows bikeway extensions on 27th Street, Highland Drive, Circle Boulevard, Garfield Avenue, and Walnut Boulevard. Streets which would be added to the bikeway network include Cleveland Avenue, Spruce Street, and Pacific Highway where a separate bike path would run adjacent to the Southern Pacific Railroad tracks.

On Circle Boulevard, it is proposed to extend the existing bikeway area from 23rd Street to 17th Street on the east and from 27th Street as far as the existing terminus at Lantana Drive. The N.W. Circle Boulevard project will extend the bike path through the Woodland Meadow-Natural Park to Witham Hill Drive. The bikeway will be extended to Harrison Boulevard when Circle Boulevard is extended to Harrison Boulevard.

ENVIRONMENTAL IMPACTS AND MITIGATING MEASURES

Chapter 4

ENVIRONMENTAL IMPACTS AND MITIGATING MEASURES

Introduction

Environmental impacts of the extension of N.W. Circle Boulevard from Harrison Boulevard to Lantana Drive were assessed in the Draft Environmental Impact Statement (DEIS) for the entire route between Harrison Boulevard and U.S. 20 - both existing and planned sections. They were also assessed in recognition of the potential effects of planned and proposed projects along Walnut Boulevard between Harrison Boulevard and N.W. 9th Street, and certain planned projects in other parts of the Corvallis urbanized area. The material relating to N.E. Circle Boulevard between N.E. 9th and the Southern Pacific Railroad has been removed in this document, and is the subject of a Finding of No Significant Impact (FONSI) approved in April, 1980.

Table 4-1 summarizes the impacts of the proposed N.W. Circle Boulevard project and the No-Build Alternative. The proposed extension will improve access to the developing areas of northwest Corvallis, reduce traffic and traffic-related impacts on parallel residential streets, and improve emergency vehicle response times. The cost of improved access are measured in terms of the monetary costs of men and materials to make the necessary extensions and widenings, and the physical and environmental changes which are inevitable with any public works project of this type. Existing residents along Circle Boulevard between Arbol Place and 29th Street would experience a perceptible increase in traffic and related adverse impacts in the form of increased noise, hazards, neighborhood intrusion and some air pollution. The proposed project would introduce traffic to presently undeveloped areas (Woodland Meadow-Natural Park), and impact present patterns of use for nearby residents and wildlife. Also, construction activity would inconvenience local residents in terms of parking and access, for a short time, and cause an increase in air and noise pollution until the work is finished.

The basic alternative to the proposed project is the No-Build option. If the proposed project is not implemented, accessibility would be impaired for east-west movements between developing residential areas near Witham Hill Drive and the existing community facilities and major centers of employment and shopping along the Circle Boulevard route. In addition, the general quality of traffic services in northwest Corvallis would decline slightly, and increasing volumes of Circle Boulevard traffic would divert to parallel residential streets and through residential areas, creating undesirable hazards in those areas. The No-Build Alternative would preserve the local-street character of N.W. Circle Boulevard west of 29th Street and the existing natural characteristics of the route west of Arbol Place.

Additional details concerning the beneficial and adverse impacts of the proposed extension of N.W. Circle Boulevard and the No-Build Alternative are provided in the remainder of this chapter.

TABLE 4-1

Summary of Environmental Impacts
Proposed Project and No-Build Alternative
N.W. Circle Boulevard
(N.W. Lantana Drive to Witham Hill Drive)

SELECTED ALTERNATIVE

Beneficial Impacts

1. Provides a continuous collector street in conformance with the Comprehensive Plan
2. Improved emergency vehicle access and response
3. Improved accessibility for existing and planned residential areas in northwestern Corvallis to public facilities/activities
4. Supports planned land developments
5. Installation or extension of needed utilities (a storm drainage system)
6. Improved bicycle access in the park
7. Reduced travel times for some trips; reduced congestion
8. Reduced traffic on parallel residential streets

Adverse Impacts

1. Minor traffic disruptions during construction
2. Minor erosion and increased siltation in runoff areas during construction
3. Removal of some wildlife habitat in right-of-way (Biota)
4. Increase of ambient noise levels in park
5. Small increase in air pollution concentrations along new facility
6. Disruptive to cohesion of neighborhood east of Lantana Drive due to increased traffic
7. Safety hazards associated with steep grades of roadway alignment
8. Commits land and natural resources

NO-BUILD ALTERNATIVE

Beneficial Impacts

1. Preserves existing wildlife habitats in right-of-way
2. Low traffic levels for residents between Lantana and 29th Street which avoids disruption to cohesion of neighborhoods
3. Preserves existing natural setting within park

Adverse Impacts

1. Impaired access for planned residential developments
2. Continued erosion due to overland drainage
3. Does not comply with Comprehensive Plan
4. Higher cost for utility construction if not coordinated with roadway construction
5. Increased traffic on parallel residential streets resulting in related (safety, noise, etc.) impacts
6. Decreased accessibility to job opportunities, shopping centers, public facilities
7. Decreased emergency vehicle response times to areas west and north of Woodland Meadow-Natural Park
8. Indirect travel; i.e., increased congestion

TRANSPORTATION IMPACTS AND MITIGATION MEASURES

The analysis of transportation impacts was based on estimates of future (1990) traffic demands; estimates of 1990 traffic volumes on Circle Boulevard and other streets, with and without the proposed project; and evaluations of area-wide levels of traffic service, through traffic, truck traffic and traffic accident potentials.

Future Traffic Demands - Estimates of future traffic demands on major streets and highways throughout the Corvallis urbanized area were developed using conventional computerized traffic estimation procedures described in detail in Appendix A of the Technical Volume. These estimates were based on forecasts of population and employment anticipated by the year 1990 in each of 102 traffic analysis zones. Based on available data, it was estimated that the population of the Corvallis urbanized area (including Philomath), which is now more than 50,000, will increase to about 100,000 persons by the year 2000, and that growth to about 80,000 persons within urbanized areas will occur by 1990. Much of the anticipated growth will occur in areas of northwest Corvallis directly served by Circle Boulevard and Walnut Boulevard.(6) It was estimated that about 288,000 vehicle trips will be made in the urbanized area on a typical weekday in 1990, compared to about 170,000 in 1976.

The numerous zone-to-zone movements comprising this total of 288,000 vehicle trips were allocated by computer to six test networks representing various possible assumptions about future major road improvements. These six networks are shown in Figure 4-1.

Network 1 was defined as the No-Build network since it included no improvement projects.

Network 5 included all proposed projects along Circle Boulevard as well as the following projects along the Walnut Boulevard route:

(1) Construction of a 2-lane roadway between Harrison Boulevard at 53rd Street and Witham Hill Drive (capacity: 14,400 vehicles per day). This section was assured by voter approval of construction bond funds and of annexations to the City. Construction was completed in 1978.

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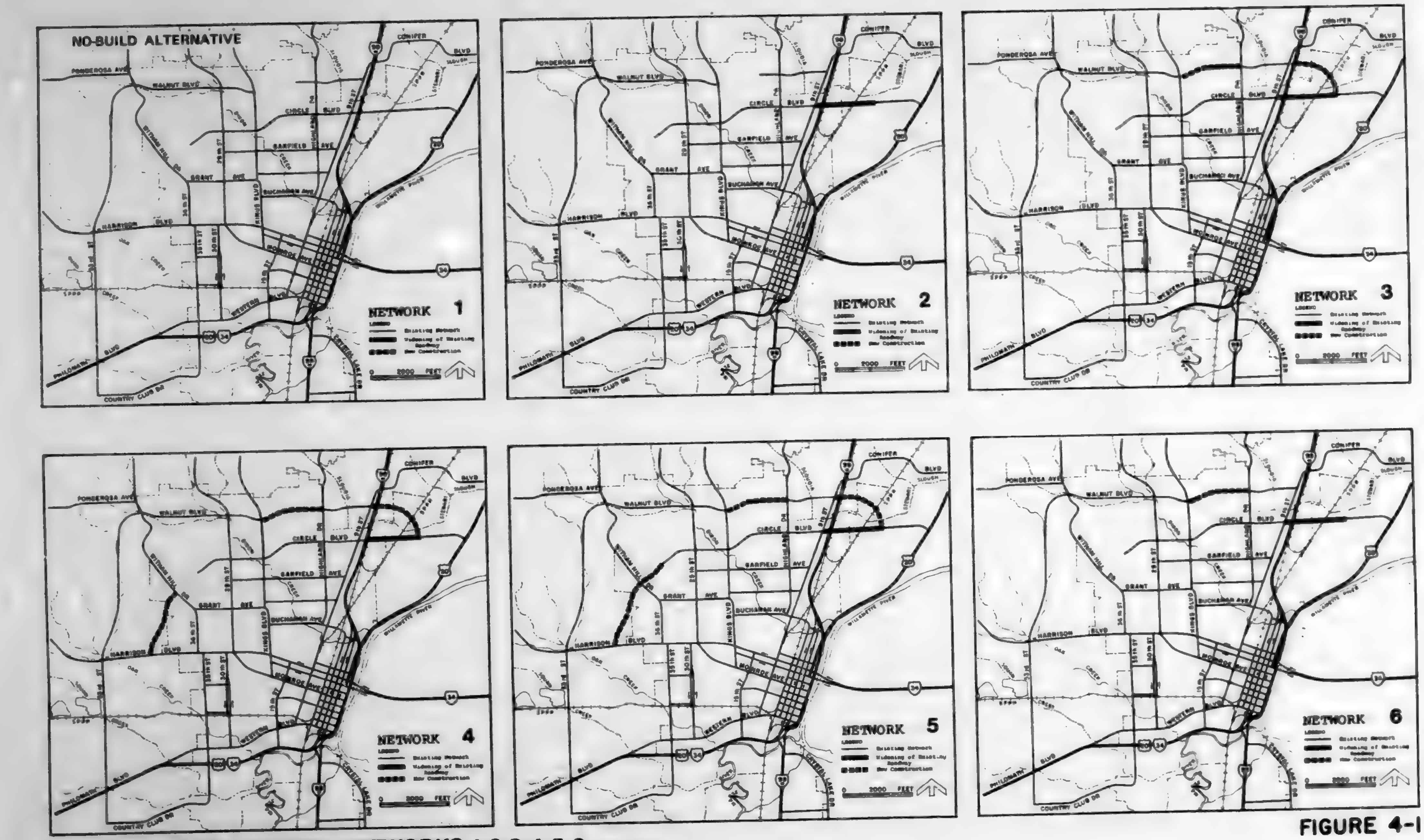
(6) Population and employment levels in the Draft Environmental Impact Statement traffic analysis have been lowered in the most recent Comprehensive Land Use Plan revisions (1980). These changes will not change the initial traffic forecasts to a meaningful degree because the area served by the project is largely developed, with remaining vacant areas slated for development within the forecast period.


NO-BUILD ALTERNATIVE
NETWORK 1
NETWORK 2
NETWORK 3
NETWORK 4
NETWORK 5
NETWORK 6
LEGEND
Existing Network
Widening of Existing Roadway
New Construction
0 2000 FEET
PONDEROSA AVE
WALNUT BLVD
CIRCLE BLVD
GARFIELD AVE
GRANT AVE
BUCHANAN AVE
HARRISON BLVD
MONROE AVE
KINGS BLVD
WESTERN BLVD
PHILOMATH BLVD
COUNTRY CLUB DR
CRYSTAL LAKE DR
CONIFER BLVD
HIGHLAND DR
WITHAM HILL DR
29th ST
30th ST
35th ST
36th ST
53rd ST
9th ST
15th ST
WILLAMETTE RIVER
34
99
20

1990 CORVALLIS HIGHWAY NETWORKS 1,2,3,4,5,6 (MAY 1978)

FIGURE 4-I

(2) Reconstruction and widening of the existing 2-lane roadway between Witham Hill Drive and Kings Boulevard to provide four through lanes (existing capacity of 10,000 would increase to about 21,000 vehicles per day). A 4,000-foot long section of Walnut Boulevard extending from Witham Hill Drive easterly was recently completed. That project includes widening to a 54-foot street width with a bikeway on the north side and a sidewalk on the south side.

(3) Construction of a new 4-lane (plus turning lanes as required) roadway connection between Kings Boulevard and Highland Drive, a proposed FAU project (capacity: 21,000 vehicles per day).

(4) Widening of the present 2-lane roadway section between Highland Drive and N.W. 9th Street to four lanes (capacity: 21,000 vehicles per day). Four traffic lanes could be accommodated on the existing street by prohibiting on-street parking or by widening the roadway within the existing 80-foot right-of-way.

(5) Construction of a new 4-lane (plus turning lanes as required) extension of Walnut Boulevard from N.W. 9th Street to ORE 99W (capacity: 21,000 vehicles per day).

(6) Construction of a new 4-lane extension of Walnut Boulevard from ORE 99W to N.E. Circle Boulevard at or near the Hewlett-Packard plant (capacity: approximately 21,000 vehicles per day).

Major road improvements in other parts of the Corvallis urbanized area were also assumed in Network 5 as follows:

(7) Construction of a downtown (CBD) bypass. A draft environmental impact statement of alternative bypass corridors has been completed. For the purpose of this analysis it was assumed that the Central Corridor Alternative - one of the four Build Alternatives - would be completed by 1990. The Central Corridor Bypass would connect the U.S. 20, ORE 34 and 99W interchange south of the CBD via an alignment along the west bank of the Willamette River, generally along 1st Street, to ORE 99W near the Southern Pacific railroad overpass, north of the CBD. Partial interchanges would be located at the southern and northern termini, and the Albany-Corvallis Highway, U.S. 20. A full interchange would be provided at the Van Buren-Harrison one-way couplet with local streets used as ramps. The typical section provided two lanes for each direction separated by a continuous or two-way left-turn median (capacity: approximately 22,000 vehicles per day).

(8) Extension of 9th Street south to Western Boulevard and provision of four through-traffic lanes throughout the entire length of 9th Street (capacity: 21,000 vehicles per day).

(9) Reconstruction and widening of 53rd Street to four lanes between the Corvallis-Philomath Highway (U.S. 20/ORE 34) and Harrison Boulevard (capacity: 21,000 vehicles per day). This project will require the reconstruction of the Albany-Toledo Branch railroad underpass.

(10) Up-grading of the two-lane sub-standard Witham Hill Drive between Walnut Boulevard and Grant Avenue; reconstruction of a major section was already completed in early 1978 (capacity: 14,400 vehicles per day).

Network 4 included all projects included in Network 5 except the proposed extension of circle Boulevard between Witham Hill Drive and Lantana Drive.

Networks 2, 3 and 7 were designed for the analysis of proposed projects on N.E. Circle Boulevard and Walnut Boulevard, and are not relevant to this discussion of N.W. Circle Boulevard.

With all networks, it was presumed that various collector/arterial street extensions and/or improvements will be made in the future other than the proposed projects; e.g., construction of the planned street network serving the Timberhill developments. However, it was assumed that Harrison Boulevard between 29th and 35th Streets will not be widened or improved to provide left-turn lanes at major intersections, in accordance with City Council actions in 1977.

Of the above improvements, the Walnut Boulevard projects between Harrison Boulevard and Highland Boulevard (Projects 1, 2 and 3 as listed above) are the most significant in terms of impacts on Circle Boulevard traffic volumes. Projects 1 and 2 were essentially completed in 1978 and the prospects are very good that the remaining project will be completed by 1990 since both public support and local funding availability have been indicated for their development.

The major improvement projects assumed in each network are listed in Table 4-2. The resulting estimates of 1990 traffic volumes on all segments of the major street and highway system are documented in Volume II, Appendix A, Figures 13 to 18.

1990 Traffic on Circle Boulevard Extensions - It is estimated that average weekday traffic on the FAU project section between Witham Hill Drive and Lantana Drive would amount to about 3,600 vehicles per day by 1990, if the proposed Circle Boulevard extensions are implemented. This compares to present-day volumes on Circle Boulevard of about 2,300 vehicles per day at 29th Street, 7,400 vehicles per day west of Kings Boulevard and over 13,000 vehicles per day east of Kings Boulevard.

This estimate of 1990 traffic on the FAU project section of the Circle Boulevard route is based on traffic estimates for Network 5 which assumes complete development of the Walnut Boulevard and Circle Boulevard routes as proposed by the City of Corvallis. If these Walnut Boulevard projects were not implemented, then future traffic volumes on the section of N.W. Circle Boulevard between Witham Hill and Lantana Drive would be higher -- 6,000 to 7,000 vehicles per day. If the Walnut Boulevard extensions east of 9th Street to Circle Boulevard were not built, traffic volumes on Circle Boulevard between Witham Hill Drive and Arbol Place would increase by about 100 vehicles per day.

The planned extension of Circle Boulevard from Witham Hill Drive west to Harrison Boulevard would attract 6,500 to 7,100 vehicles per day by 1990 if the complete Circle Boulevard route is developed as proposed. If the section

TABLE 4-2

Major Improvements Included in 1990 Corvallis Highway Networks

Final Traffic Assignments

Network	Proposed FAU Highway Projects	Other Circle Blvd. Route Improvements	Other Improvements Outside Project Area
1	None.	None.	None.
2	4-Lane Circle-9th to Seavy.	None.	None.
3	4-Lane Circle-9th to Seavy; 4-Lane Walnut-Kings to Highland.	None	4-Lane Walnut-9th to N.E. Circle.
4	4-Lane Circle-9th to Seavy; 4-Lane Walnut-Kings to Highland.	2-Lane Circle-Harrison to Witham Hill.	4-Lane Walnut-9th to N.E. Circle.
5	2-Lane Circle-Witham Hill to Lantana; 4-Lane Circle-9th to Seavy; 4-Lane Walnut-Kings to Highland.	2-Lane Circle-Harrison to Witham Hill.	4-Lane Walnut-9th to N.E. Circle.
6	4-Lane Circle-9th to Seavy; 4-Lane Walnut-Kings to Highland.	None.	None.

Note: The following major improvement projects were assumed to be part of each of the above 1990 networks: 2-Lane Walnut-Harrison to Witham Hill; 4-Lane Walnut-Witham Hill to Kings; 4-Lane Walnut-Highland to 9th; 4-Lane 53rd-U.S. 20/ORE 34 to Harrison; 2-Lane improved Witham Hill-Walnut to Grant; CBD-Bypass (Central Corridor Alternative); 4-Lane extension of 9th to Western.

between Witham Hill Drive and Lantana Drive is not constructed, then 1990 volumes on the section west of Witham Hill would be slightly lower -- 5,900 to 6,800 vehicles per day.

Area-Wide Traffic Service Impacts - The proposed Circle Boulevard extensions, in conjunction with other specified improvements to the major street and highway system in the Corvallis urbanized area, will improve the general quality of traffic service in the area. These beneficial impacts, comparing Network 5 with Network 1 (the No-Build option), will include savings at 1990 traffic levels amounting to about 16,000 vehicle-miles per day and 1,600 vehicle-hours per day. Average travel speed will be improved by about 1.1 miles per hour and the extent of traffic congestion will be significantly reduced from levels which would otherwise develop by 1990 (see Table 4-3).

The incremental effects of the N.W. Circle Boulevard FAU project, over and above the benefits expected from other planned projects, are also shown in Table 4-3. These estimates indicate that the incremental effects of the N.W. Circle Boulevard extension to Witham Hill Drive would include a modest reduction in area-wide travel time and a better distribution of 1990 traffic in relation to available roadway capacities; the improved attractiveness of the route will result in a modest increase in total vehicle-miles of travel. The proposed N.W. Circle Boulevard project will result in modest reductions in both the mileage of congested roads in the area, and the mileage of travel conducted in congested conditions. The most significant reduction of traffic on residential routes will occur on the Woodland-Jameson-Lantana and Hayes-Alta Vista-Garfield routes.

If all of the planned improvement projects were implemented except the extension of Circle Boulevard from Witham Hill Drive to Lantana Drive, 18.7 percent of the vehicle-miles of travel would be on congested streets and 8.3 percent of the total road mileage would be congested in peak periods. This compares with values of 16.7 percent and 7.3 percent, respectively, if the Circle Boulevard extension is implemented along with other planned projects. If none of the planned improvement projects identified above are implemented (the No-Build Alternative), 21.9 percent of the travel in the Corvallis area will be on street segments operating above desirable capacity limits by 1990, and 11.4 percent of the total mileage of major streets will be congested in peak periods.

Traffic Removed from Other Streets - The proposed extension of N.W. Circle Boulevard from Witham Hill Drive and Lantana Drive will reduce future traffic demands on parallel arterials and several collector streets through residential areas. The collector street routes beneficially affected will include the Woodland-Jameson-Lantana Drive route between Witham Hill Drive and existing sections of Circle Boulevard, and the Hayes Avenue-Alta Vista-Garfield Avenue route between Witham Hill and 29th Street. About 700 vehicles per day would be diverted from the former route, and 800 to 1,400 vehicles per day would be diverted from the latter route (Network 4 compared to Network 5). The proposed project will also remove some traffic from Garfield Avenue east of 29th Street, Grant Avenue, and certain sections of 29th Street and Kings Boulevard.

Development of the entire Circle Boulevard route from Harrison Boulevard to U.S.20 as proposed, in combination with the proposed developments in the Walnut Boulevard corridor (Network 5), will result in combined traffic reduction benefits of considerable significance as follows:

TABLE 4-3

Area-Wide Traffic Service Impacts of N.W. Circle Boulevard Extension

Area-Wide Measure of 1990 Traffic Service	Build all Projects (Network 5)(1)	Build all Projects Except Circle Blvd. FAU Project (Network 4)(1)	No Improvement Projects (No-Build Network 1(1)	Impacts (Difference)	
				Network 5 less 1	Network 5 less 4
Daily Vehicle-Miles	589,471	586,922	605,859	16,388	-2,549
Daily Vehicle-Hours	24,988	25,021	26,945	1,597	33
Avg. Veh. Speed (mph)	23.6	23.5	22.5	1.1	0.1
Avg. Trip Length (mi.)	2.12	2.11	2.18	0.06	-0.01
% Veh.-Miles Above Capacity	16.7	18.7	21.9	5.2	2.0
% Road Miles Above Capacity	7.3	8.3	11.4	4.1	1.0

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(1) See Appendix A, a technical report on the traffic analysis, for a detailed description of networks and traffic forecasts.

Circle Boulevard east of 29th Street: 1,300 to 7,200 vehicles per day reduction

Garfield Avenue: 700 to 1,500 vehicles per day reduction

Grant Avenue: 700 to 1,500 vehicles per day reduction

36th Street: 4,200 vehicles per day reduction

Kings Boulevard: 1,400 to 5,300 vehicles per day reduction

Harrison Boulevard: 1,000 to 2,600 vehicles per day reduction

If the proposed Circle Boulevard project is not implemented (but other projects are implemented), 1990 traffic on the Woodland-Jameson-Lantana route would range between 1,300 and 2,300 vehicles per day (Network 4) compared to 600 to 1,600 vehicles per day with the project (Network 5). Without this project, 1990 traffic on the Hayes-Alta Vista-Garfield route would range between 2,200 and 3,200 vehicles per day compared to 1,400 to 1,800 vehicles per day with the Circle Boulevard extension.

Increased Traffic on Circle Boulevard - The proposed extension of Circle Boulevard between Witham Hill Drive and Lantana Drive will increase future traffic on existing sections of N.W. Circle Boulevard. As summarized in Table 4-4, comparing traffic estimates based on a major street network (Network 5) which included this proposed street extension (plus complete development of Walnut Boulevard and various other planned projects) and the same network without the Circle Boulevard extension (Network 4), it was estimated that an additional 2,700 vehicles per day will use the existing section of Circle Boulevard between Lantana Drive and 29th Street with the extension, and 800 to 2,000 additional vehicles per day will use the route east of 29th Street.

If the proposed extension of Circle Boulevard is not implemented but all other proposed projects are implemented, 1990 traffic on Circle Boulevard west of 29th Street would range between 1,600 and 3,500 vehicles per day (Network 4) compared to 4,300 to 6,200 vehicles per day with the Circle Boulevard extension.

If none of the proposed road improvements were made along either Circle or Walnut Boulevards, future traffic volumes on the existing section of Circle Boulevard between Lantana and 29th Street would remain quite low - in the 1,000 to 3,200 vehicle per day range - but traffic demands on all other sections of the route (east of 29th Street) would increase to levels in excess of those which would exist if all these projects were implemented as proposed.

Accessibility Impacts - The proposed Circle Boulevard extension will improve the accessibility of various public facilities and activity centers directly served by existing sections of Circle Boulevard for persons residing in developing areas along Witham Hill Drive. These accessibility benefits would result from the provision of a direct and continuous route between these areas of trip generation (residential areas) and areas of trip attraction (centers of employment, shopping and public activity).

Significant points of trip attraction which will be made more accessible by the proposed project include the following:

TABLE 4-4

1990 Daily Traffic Impacts on Existing Sections of Circle Boulevard N.W. Circle Boulevard Extension

Roadway Section	No Improvement Projects (No-Build Network 1)	Build All Projects (Network 5)	Build All Projects Except Circle Blvd. (FAU) (Network 4)	Difference Between Network 5 and Network 4
Lantana-29th	1,000- 3,200	4,300- 6,200	1,600- 3,500	2,700
29th-Kings	10,000	8,700	7,300	1,400
Kings-Highland	15,700-17,200	8,600-10,000	6,700- 8,000	2,000
Highland-9th	11,100-12,100	11,000-11,500	9,300-10,700	800-1,700

The Hewlett-Packard plant on N.E. Circle Boulevard and nearby employment locations;

The shopping center at N.W. Circle and 9th Street;

The public aquatic center and associated public facilities on N.W. Circle at Highland Drive;

Jefferson Elementary School on N.W. Circle Boulevard at 27th Street;

The Good Samaritan Hospital located north of Walnut Boulevard on Good Samaritan Drive (off Satinwood Street).

In addition, the proposed project will improve accessibility to Oregon State University from residential areas north of Circle Boulevard and east of 29th Street, and improve the accessibility of Woodland Meadow-Natural Park by auto and bicycles for residents of neighborhoods along Circle Boulevard.

The proposed project will also improve emergency vehicle response times from the new fire station on N.W. Circle Boulevard and the Good Samaritan Hospital to developing residential areas potentially served by Circle Boulevard west of Witham Hill Drive.

Temporary Construction Traffic Impacts - During the project construction period, minor and temporary disruptions of traffic on Witham Hill Drive can be expected when work is undertaken at the Witham Hill-Circle Boulevard intersection.

Construction traffic will also impact existing sections of N.W. Circle Boulevard for limited periods during one construction season.

Traffic Accident Hazards - The proposed N.W. Circle Boulevard project will have both beneficial and adverse impacts with respect to traffic safety. The project will create a new intersection on Witham Hill Drive, with associated traffic hazards. Some traffic/pedestrian conflicts within Woodland Meadow-Natural Park may occur, and the potential for accidents on existing sections of N.W. Circle Boulevard will increase as a result of increased traffic along this route. These disbenefits will be largely offset by traffic safety benefits on other streets which will be carrying lower traffic volumes with less congestion in peak periods. Any decreases in traffic along Circle Boulevard resulting from the completion of Walnut Boulevard will also improve traffic safety.

Through Traffic - The percentage of through trips on N.W. Circle Boulevard will not exceed one percent of all 1990 trips with any of the networks tested. For purposes of this study, through trips are defined as trips which pass through the Corvallis urbanized area without stopping. Very few through trips will find the Circle Boulevard route attractive since the travel time will be longer and more convenient alternate routes via state and federal highways are available for through trips.

Truck Traffic - The proportion of truck traffic is expected to be similar to present levels which would amount to about three percent for the N.W. Circle

Boulevard sections between Harrison Boulevard and N.W. 9th Street. Long distance through truck traffic passing through the Corvallis area is not anticipated to use N.W. Circle Boulevard, because of (1) the longer distance; (2) required grades east and west of Witham Hill Drive; (3) the availability of more direct and convenient alternative routes via state and federal highways; (4) and the through truck prohibitions. Most of the trucks remaining on N.W. Circle Boulevard will have trip origins or destinations in northwest Corvallis in areas directly served by this route.

Mitigation of Adverse Traffic Service Impacts

Adverse impacts of the proposed extensions of N.W. Circle Boulevard relate primarily to introduction of traffic into presently undeveloped areas and the inducement of additional traffic on existing sections of the route.

The proposed projects will tend to increase traffic and associated accident hazards on existing sections of N.W. Circle Boulevard between Lantana Drive and N.W. 9th Street. However, various measures will be taken to mitigate these adverse impacts.

Develop Walnut Boulevard Route - The most effective measure to mitigate the adverse impacts of traffic on N.W. Circle Boulevard will be to fully develop Walnut Boulevard between Harrison Boulevard and N.E. 9th Street. Traffic analyses, documented in detail in the Technical Volume, Appendix A, indicate that 1990 traffic volumes can be held to about 3,600 vehicles per day between Witham Hill Drive and Lantana Drive (through Woodland Meadow-Natural Park) when Walnut Boulevard is fully developed.

If none of the proposed improvements along either Walnut or Circle Boulevards were implemented, traffic on existing sections of N.W. Circle Boulevard would increase significantly east of 29th Street. However, implementation of the proposed Walnut Boulevard projects will reduce 1990 traffic on N.W. Circle Boulevard, even with the Circle Boulevard extensions as follows:

29th Street-Kings Boulevard: by 1,300 vehicles - from 10,000 to 8,700 vehicles per day

Kings Boulevard-Highland Drive: by 7,100 to 7,200 vehicles - from 15,700 -- 17,200 to 8,600 -- 10,000 vehicles per day

Improve Intersection Traffic Controls - Traffic signals will be installed or improved along N.W. Circle Boulevard at intersections with collector and arterial streets as the warrants for traffic signals are met. These signals will include separate pedestrian signals.

Left turn lanes will be provided at Kings Boulevard and, by 1990, at 29th Street, as well as at Harrison Boulevard and Witham Hill Drive as integral features of the proposed construction projects.

Speed Controls - Designated speed zones will take into account prevailing traffic densities and associated accident hazards, adjacent land use activities and access, and design characteristics. Special consideration will be given to (1) roadway grades east and west of Witham Hill Drive; (2) the presence of over

100 residential property driveways, two schools and swimming pool between Lantana Drive and N.W. 9th Street; and (3) park-oriented pedestrian activity within the boundaries of Woodland Meadow-Natural Park.

Truck Traffic Restrictions - At the present time, a through truck restriction exists west of Kings Boulevard to Lantana Drive. Future through truck traffic restrictions on N.W. Circle Boulevard will be imposed for heavy trucks. The very low percentage of through truck trips indicates that truck traffic impacts will not be significant.

Develop Greater Usage of Other Transportation Modes - Traffic growth impacts could be mitigated somewhat by developing greater use of transit, ride-sharing and bicycles for essential travel.

Currently, the Corvallis Transit Authority and the Corvallis Taxi Service accommodate an average weekday ridership of about 250 person trips per day. If the recommended short-term improvements contained in the recent Linn-Benton Transit Development Plan were to be implemented, the estimated ridership would inrease to about 375 person trips per day - still a minor share of total travel demand. Although long-range transit improvements, with increased and new service to the northern and western parts of the urbanized area, would undoubtedly increase the daily transit ridership, the percentage of all trips by transit will probably remain relatively small. Continued encouragement of transit use should be emphasized so that maximum transit usage will occur.

Employment characteristics at Hewlett-Packard and OSU lend themselves to carpooling and possible company-sponsored van-pooling. The implementation and usage of these para-transit services would probably be related to the extent of possible future fuel shortages and energy conservation programs, and increasing private vehicle costs. Other company or agency incentives could be implemented to promote car and/or van-pooling programs.

Bicycle riding will also be encouraged, especially with the provision of an extended bikeway system. However, traveling by bicycle to the developing areas west of Witham Hill Drive may be restrained by the hilly terrain.

IMPACTS AND MITIGATION MEASURES FOR THE NATURAL ENVIRONMENT

The proposed N.W. Circle Boulevard extensions and the No-Build Alternative would impact the "natural" environment with respect to hydrology and water quality; geology (erosion); wildlife (biota); air quality; and noise.

Hydrologic and Water Quality Impacts and Mitigation Measures

Impacts - Short-term hydrologic impacts, such as increased siltation levels in runoff areas along the natural draws east and west of Witham Hill Drive could be caused by the proposed projects, primarily by erosion from cleared areas and construction activities. However, no stream modifications will be necessary for these projects. During the final design stage, provisions will be made as necessary for such methods of control as adequate culvert openings and sediment control basins.

The long-term impact of the proposed projects on drainage, surface water, flooding, ground water and water quality will be insignificant. The storm drainage facilities included in the proposed projects will reduce occasional flooding and erosion problems from adjacent runoffs. Any springs which may be located along the right-of-way will be diverted to the storm sewer drainage facility during the construction period.

With the No-Build Alternative, existing conditions, such as minor erosion due to overland drainage and occasional flooding, would continue to prevail or could deteriorate if the planned developments of lands adjacent to Circle Boulevard do not provide for adequate drainage systems.

Mitigation Measures - During the final design stage, provision will be made as necessary for such methods of control as adequate culvert openings and sediment control basins. The storm drainage facilities included in the Build Alternative will reduce existing flooding and erosion problems along the new or improved sections of Circle Boulevard.

Limitations will be placed on construction activities to keep erosion at a minimum. Provisions will be written into the contract to provide for mulching and seeding of the roadside area.

Standard engineering design practices will also be applied to minimize the impacts of the project on the physical environment.

Geologic Impacts and Mitigation Measures

Impacts - The primary geologic and surface form impacts of the selected alternative will be those that result from slope cuts and modifications. These modifications are minor since the proposed alignment generally follows surface contours. Other geologic impacts will be those associated with the hydrologic impacts, erosion and siltation, and these are minor, short-term impacts. There will be no significant effects on seismicity; earthquakes are rare in the area.

Since no actual roadway construction would occur with the No-Build Alternative, there would be no direct impacts on land form, slope stability, erosion and soils. The lack of any known mineral resources in the study area would preclude any environmental impact upon such resources. Indirect impacts would be attributable to continued minor erosion due to overland drainage, occasional flooding, inadequate drainage systems, and increased surface water runoffs of some adjacent land undergoing development.

Mitigation Measures - The provision of storm drainage facilities will reduce existing erosion problems that would be intensified by minor cuts and fills.

Wildlife (Biota) Impacts and Mitigation Measure

Impacts - New roadway construction and the introduction of vehicular traffic into an area which is presently in a natural state will have a negative impact upon the various species of wildlife which occasionally inhabit this area. The entire Circle Boulevard corridor is expected to be urbanized whether the proposed extensions to N.W. circle Boulevard are constructed or not. For this reason, impacts on the ecology caused by these roadway improvement projects may be seen as a small part of the overall urban growth process. No endangered species inhabit the area.

The No-Build Alternative would include no new street construction and, therefore, requires no removal of the natural aquatic and terrestrial habitat in the area. The effect upon vegetation and wildlife within the roadway rights-of-way resulting directly from the No-Build Alternative would be insignificant.

Mitigation Measures - The natural habitat and wildlife of an area, are profoundly affected by the urbanization of land. Roadway construction plays an important role in the urbanization process but alone cannot stop or start urbanization. The mitigation measures that could preserve the biota of an area are the institution of land use controls or government purchase of lands in the path of development. Measures less encompassing than these will not have a significant effect on mitigating the adverse impacts of urbanization or roadway construction on biota.

Wetlands Impacts and Mitigation Measures

Impacts - Wetlands vegetation can be found in the vicinity of Dale, Dixon and Sequoia Creeks in the study area. However, the N.W. Circle Boulevard project will not impact these areas. Planned residential development in the surrounding neighborhoods will eventually encroach on these areas. This development is not dependent upon this project.

Mitigation Measures - No mitigation measure are recommended or required.

Air Quality Impacts and Mitigation Measures

Impacts - Short-term direct impacts of the proposed projects on surrounding air quality will result from whatever grading and construction takes place.

Detailed plans for major construction in the project area have not been developed and, therefore, it is not possible to estimate the amount of construction phase emissions and pollutants. Total exhaust emissions from heavy equipment will be insignificant even if not dispersed by winds, because project construction would be intermittent and phased over several months.

A secondary impact will result from possible increased traffic congestion and delays during construction. Such delays will increase automobile exhaust emissions by increasing idling time, lowering speeds and causing some drivers to take longer routes to avoid the construction area. However, because alternative routes are available, this impact is not anticipated to be severe.

An analysis of carbon monoxide concentrations and emissions indicate that no violation of air quality standards will occur (see Volume II, Technical Reports). All area source and line source tables predict conditions essentially the same as at present or, in many cases, a reduction in concentrations. The reduced concentrations, in spite of traffic increases, would be due to the continuing federal automobile emission control program.

Since there is no reliable method for predicting the production of oxidants several hours and sometimes several miles downwind from nonmethane hydrocarbon emissions, the emission factors themselves are used as an indication of potential oxide formation under stable air conditions. Reference to Table XIV in the Technical Volume, Appendix B shows that predicted maximum nonmethane hydrocarbons are less than 10 percent of the concentration necessary to exceed the 3-hour standard for Area I and less than 25% for Area II.

Lead emissions were calculated for traffic conditions in 1978 and 1985, also. Lead is not foreseen to be an air quality problem because it is a decreasing emission as leaded fuel is phased out. Lead emissions are less than 10% of the standard for Areas I and II in 1990 (see Table XIV, Apendix B, Technical Volume).

Neither the proposed projects nor the No-Build Alternative is expected to have a significant effect on regional air quality conditions in the Corvallis region since neither would induce new traffic, but would merely alter existing or new traffic flows from present or 1990 no-project conditions. The net effect on regional air quality, no matter what alternative is chosen, would be notable only in that vehicle speeds would be slightly higher with the proposed projects which would result in slightly lower emission rates for most pollutants. Total vehicle miles traveled in the area would be essentially the same.

There will be days, however, when congestion and weather will cause high levels of pollution, especially near the Highland and Kings intersections with N.W. Circle Boulevard.

In summary, the major determinant of possible excessive air pollution in the project area in 1990 is federal auto exhaust regulations rather than traffic resulting from the proposed project. Minor determinants would be vehicle speeds as allowed by project alternatives.

For details concerning air quality impacts, see the Technical Volume, Appendix B - Air Quality Assessment for the Circle Boulevard-Walnut Boulevard Environmental Impact Statement.

The state has prepared an Air Quality Implementation Plan, which is a set of policies and regulations to attain compliance with national ambient air quality standards mandated by the Federal Clean Air Act of 1970. It has been determined by the Oregon Department of Environmental Quality that the proposed project is consistent with the implementation plan.

Mitigation Measures - The following mitigation measures will help reduce air pollution along N.W. Circle Boulevard.

1. Encourage use of alternate modes of transportation throughout the Corvallis area.
2. Install traffic control devices to reduce vehicle idling and congestion;
3. Provide bike lanes, protected from vehicular traffic, as part of the project and incorporate into the areawide bikeway system;
4. Utilize liberal planting of trees and other roadside landscaping. Such vegetation filters particulates from the local atmosphere.
5. Implement dust control procedures, such as wetting during dry seasons and cessation of earth moving during windy periods during project construction.

Noise Impacts and Mitigation Measures

The project would create noise impact to Woodland Meadow-Natural Park up to 160 feet from the edge of the right-of-way. In addition to the park property, portions of three privately-owned properties are thereby impacted. The dwelling at 3715 N.W. Hayes Avenue is the only structure on the three properties that is impacted. With the windows of that residence facing Circle Boulevard open, the interior would not be exposed to noise levels exceeding the 52 dBA design noise levels for the interior of buildings. Therefore no mitigation of interior noise levels is proposed.

Several noise mitigation measures were considered for the proposed project and rejected. Only earthern berms are judged to be practical in Woodland Meadows-Natural Park.

Unacceptable mitigation measures included concrete noise walls and depressing the road grade. Concrete noise walls are esthetically incompatible with the undisturbed park-like atmosphere of the area, and they would give a shute like appearance to the proposed street. Parallel walls would introduce noise reflections that could reduce their effectiveness in mitigating traffic noise. Finally, walls would constitute a barrier to pedestrian mobility across the roadway and within the park. Change of grade was also rejected as principle noise mitigation measure because of the need to meet the existing street elevations at either end of the proposed street.

Earthern berms were considered to be acceptable. They are aesthetically compatible and could be easily climbed and/or crossed by pedestrians with a potential as pedestrian viewpoints. The berms would achieve an additional 3 dBA noise reduction by absorbtion and by reflecting noise skyward.

Noise berms will extend beyond the street right-of-way, requiring slope easements into the park. In some locations, the entire berm would be on park land and therefore they would become part of the park. They would also serve to distinguish quiet areas, i.e. these lands beyond the top of the berms would be quieter.

In order to maintain the natural character of Woodland Meadow-Natural Park the wooded area on the south side of the proposed road will be preserved. It is proposed that the south berm be extended out from the street alignment to avoid as much of the wooded area as possible (see Figure 4-2). The trees can be expected to provide minor additional noise reduction, and therefore will be retained.

The STAMINA 1.0 Program has predicted a maximum noise level increase of 18.5 dBA at Station Six without any mitigation. The build mitigation will reduce the increase to 11 dBA. Table 4-5 shows the predicted noise levels at selected critical and random points throughout the project area with and without noise berm mitigation. There will be no significant noise increases on the existing portions of Circle Boulevard.

The preliminary cost estimate of providing the proposed berm mitigation is approximately $65,000 (1980 dollars). The benefits that will be derived from the berms in noise reduction while preserving the aesthetic values of the park area is judged to outweigh the cost of berm construction.

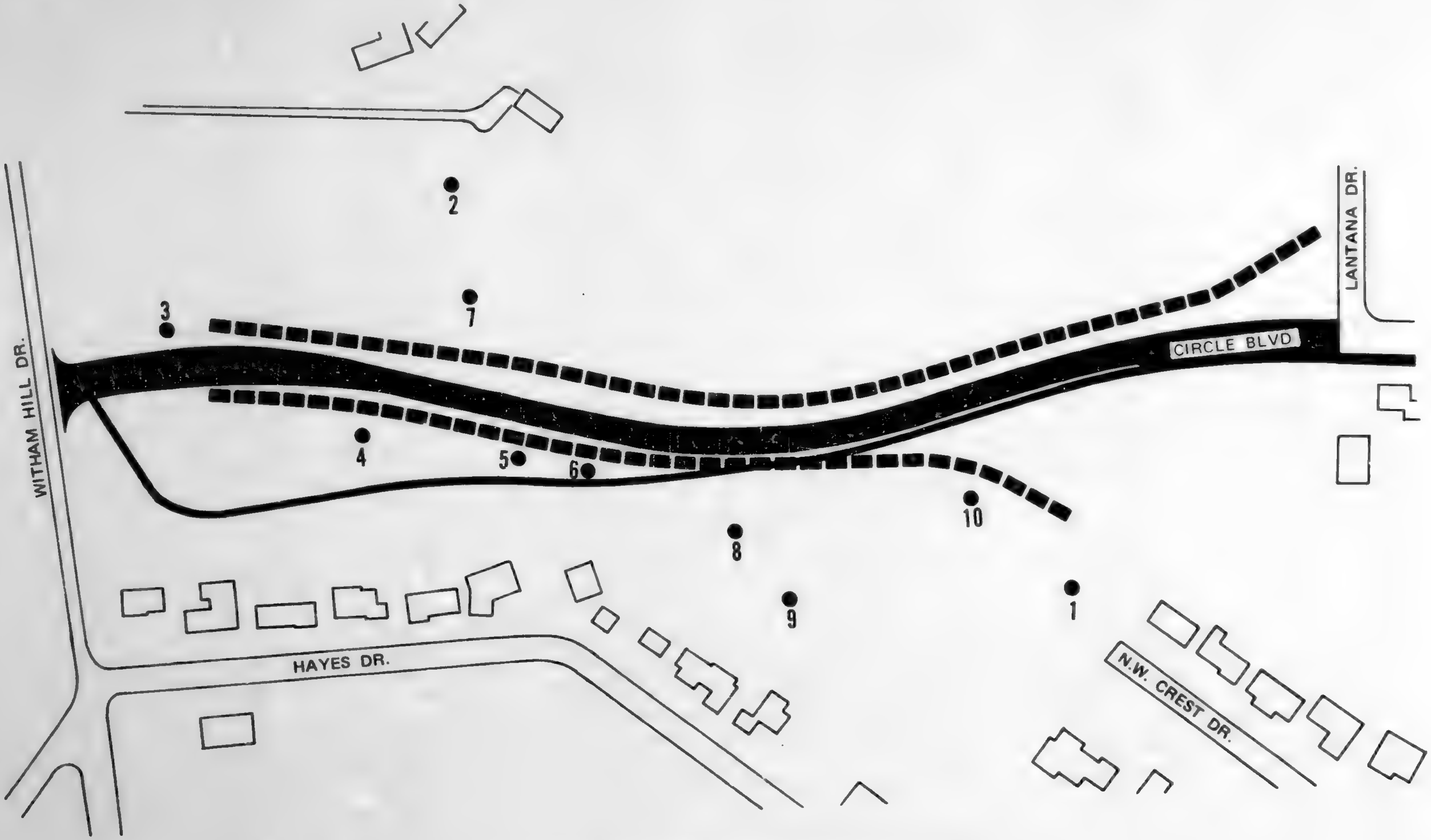
Three additional measures will contribute to noise mitigation. The development of a bicycle path built in conjunction with the project will provide an alternate mode of transportation along Circle Boulevard. Paving specifications will require the use of steel-tired rollers which will produce a smooth, low noise surface. Through heavy truck traffic is currently prohibited from most portions of Circle Boulevard and it will be prohibited from the project area.

Construction Noise and Mitigation

Construction noise will emanate from earthmoving machinery, materials handling equipment, and stationary equipment, each type having different characteristics of noise emission. Under specific EPA regulations, newer, quieter units of machinery are gradually replacing older units through normal attrition.

Construction noise will be partially mitigated if the berms are built prior to the street work. Since it was not necessary to design the berms to attenuate noise from high exhaust stacks of heavy trucks, the high stacks of some pieces of construction equipment will not be fully attenuated by the noise barriers. The order of the construction of the berms is therefore left to the discretion of the resident engineer.

FIGURE 4-2
PROPOSED NOISE BERM


2
3
7
4
5
6
8
9
10
1
WITHAM HILL DR.
HAYES DR.
CIRCLE BLVD
LANTANA DR.
N.W. CREST DR.

● RECEIVER LOCATIONS AS NUMBERED IN TABLE 5

TABLE 4-5

Predicted Noise Levels in Project Area

Receiver	Distance out from Centerline	Noise Level, dBA			Net Noise Increase	
		Existing	Build	Build with Mitigation	Build	Build with Mitigation
1	275 ft.	36	44.6	44.4	8.6	8.4
2	310 ft.	37	44.2	43.1	7.2	6.1
3*	50 ft.	50	56.1	56.1	6.1	6.1
4	100 ft.	37	52.4	45.1	15.4	8.1
5	94 ft.	36	52.3	43.4	16.3	7.4
6	70 ft.	36	54.5	47.0	18.5	11.0
7	130 ft.	37	50.0	47.0	13.0	10.0
8	138 ft.	36	49.2	46.0	13.2	10.0
9	227 ft.	36	45.9	43.8	9.9	7.8
10	117 ft.	36	50.2	46.9	14.2	10.9

*Measurement site #3, not in zone of significant increase, no mitigation involved.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Schedule noise construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

Typical noise levels of various equipment units are listed in Table 4-6.

Resource Commitments

The major resources which will be committed to the proposed projects will be land, materials and labor. Motor fuel consumption will be slightly less with the projects than with the No-Build Alternative.

The Selected Alternative of N.W. Circle Boulevard Project, Lantana Drive to Witham Hill Drive will require about 3.4 acres of land which is presently undeveloped. The proposed future extension of Circle Boulevard between Harrison Boulevard and Witham Hill Drive will include about 7.3 acres. This land is presently within dedicated and deeded rights-of-way and reserved for road development purposes. The No-Build Alternative would require no land (unless it becomes necessary to develop an alternative route west of Witham Hill to provide access to developing residential areas).

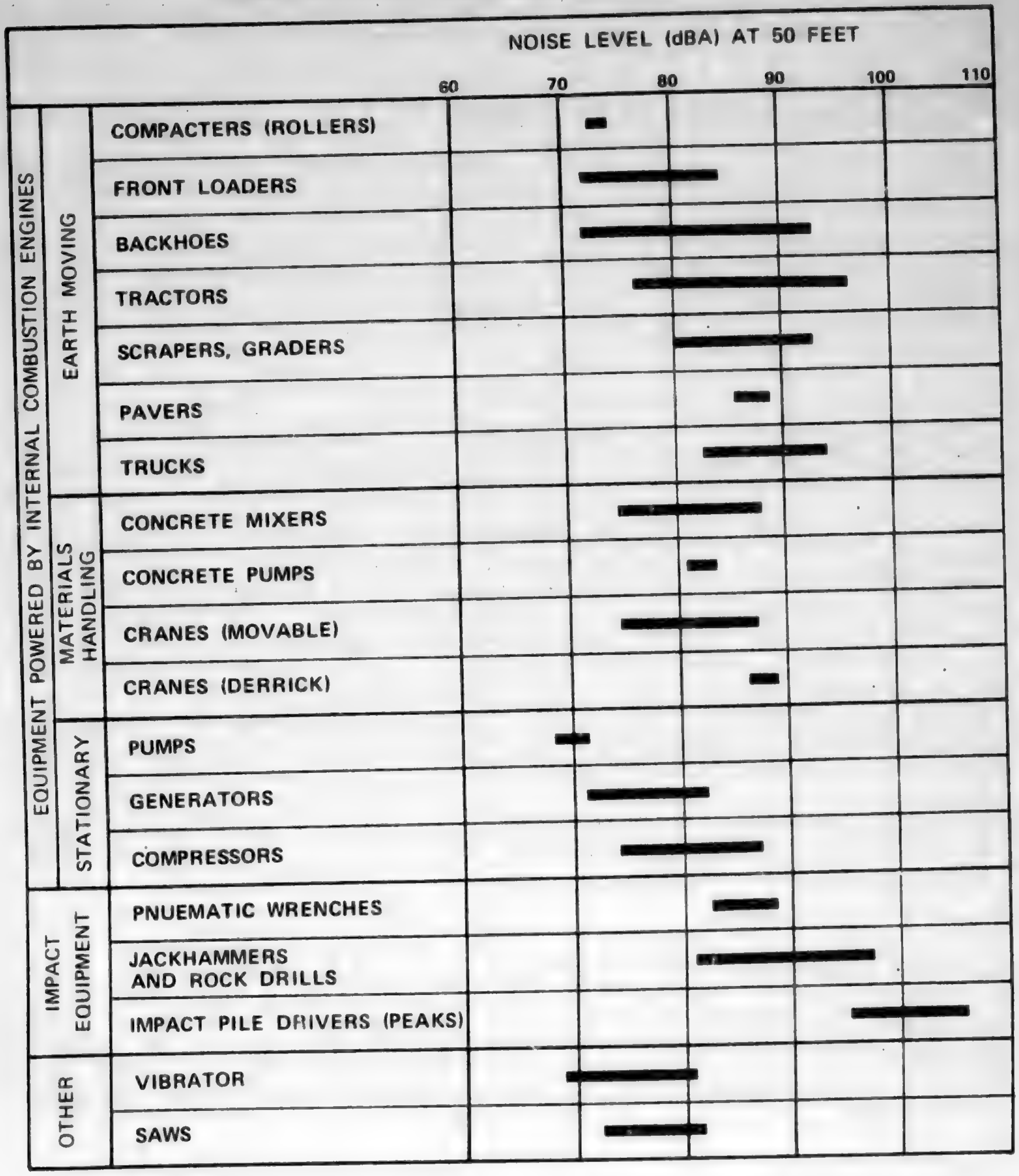
Most of the materials used in constructing the projects would be irretrievable after use. This would include crushed aggregate, asphaltic concrete. curb and gutter, pipes, etc.

Public funds would be required to construct the proposed projects. Cost estimates for the proposed N.W. Circle Boulevard projects were prepared on the basis of recent Corvallis area unit costs. The estimated cost for the Selected Alternative for Lantana Drive to Witham Hill Drive is $450,000.

Vehicle fuel consumption would be lower with the proposed projects than with the No-Build Alternative. This is because area-wide vehicle-miles of travel would be slightly reduced from about 605,900 (Network 1 - No-Build) to 589,500 (Network 5 - Build). There would also be reduced congestion, reflected in a 1.1 mile per hour average speed increase with the proposed projects, which would further reduce fuel consumption.

TABLE 4-6

CONSTRUCTION EQUIPMENT NOISE RANGES



IMPACTS AND MITIGATION MEASURES FOR THE HUMAN ENVIRONMENT

The proposed extensions of N.W. Circle Boulevard would impact man-made aspects of the human environment including land use patterns, parks and open space usage, public services, neighborhood accessibility, safety and aesthetical values. The proposed projects would not require family or business relocations nor have significant impacts on historic, archeologic or paleontologic resources; the local tax base of the community would not be affected. No other significant impacts on the human environment were identified.

Land Use Impacts and Mitigation Measures

Impacts - At the present time, the predominant land use in the Circle Boulevard corridor is low density residential; however, much of the western portion is still undeveloped. The primary effect of constructing the proposed N.W. Circle Boulevard extensions would be to reinforce the expected residential developments in conformance with the existing and proposed Comprehensive Land Use Plan (see Figure 4-3). The implementation of the proposed projects would support the collector function of N.W. Circle Boulevard as a route traversing the northwest quadrant of Corvallis.

The increased traffic on existing sections of N.W. Circle Boulevard would affect the attractiveness of the street for existing residential uses. In the short-term, no land use changes are expected, although property values might be affected slightly.

Development of N.W. Circle Boulevard west of Witham Hill Drive would be directly associated with the need for access for future residential developments. If the No-Build Alternative were selected west of Witham Hill Drive, the lack of adequate access to these new developing sections of the City would inhibit the pace of development, create pressure for an alternative facility, and potentially divert development to other areas. With the No-Build Alternative, future land use along existing sections of Circle Boulevard would follow present patterns; that is, the area would be primarily low-to-medium density residential with commercial development near N.W. 9th Street and with industrial developments in areas east of Oregon 99W.

Mitigation Measures - Adherence to existing land use and transportation plans should provide better use of existing land, thereby mitigating disruption of existing land uses.

Displacement and Relocation Impacts and Mitigation Measures

Impacts - The construction of the planned and proposed N.W. Circle Boulevard projects would be done within existing right-of-way owned by the City and would not require any displacements or relocations of existing residences or businesses. Similarly, no displacement or relocation of persons or structures would be necessary for the No-Build Alternative.

Mitigation Measures - No mitigation is recommended or required.

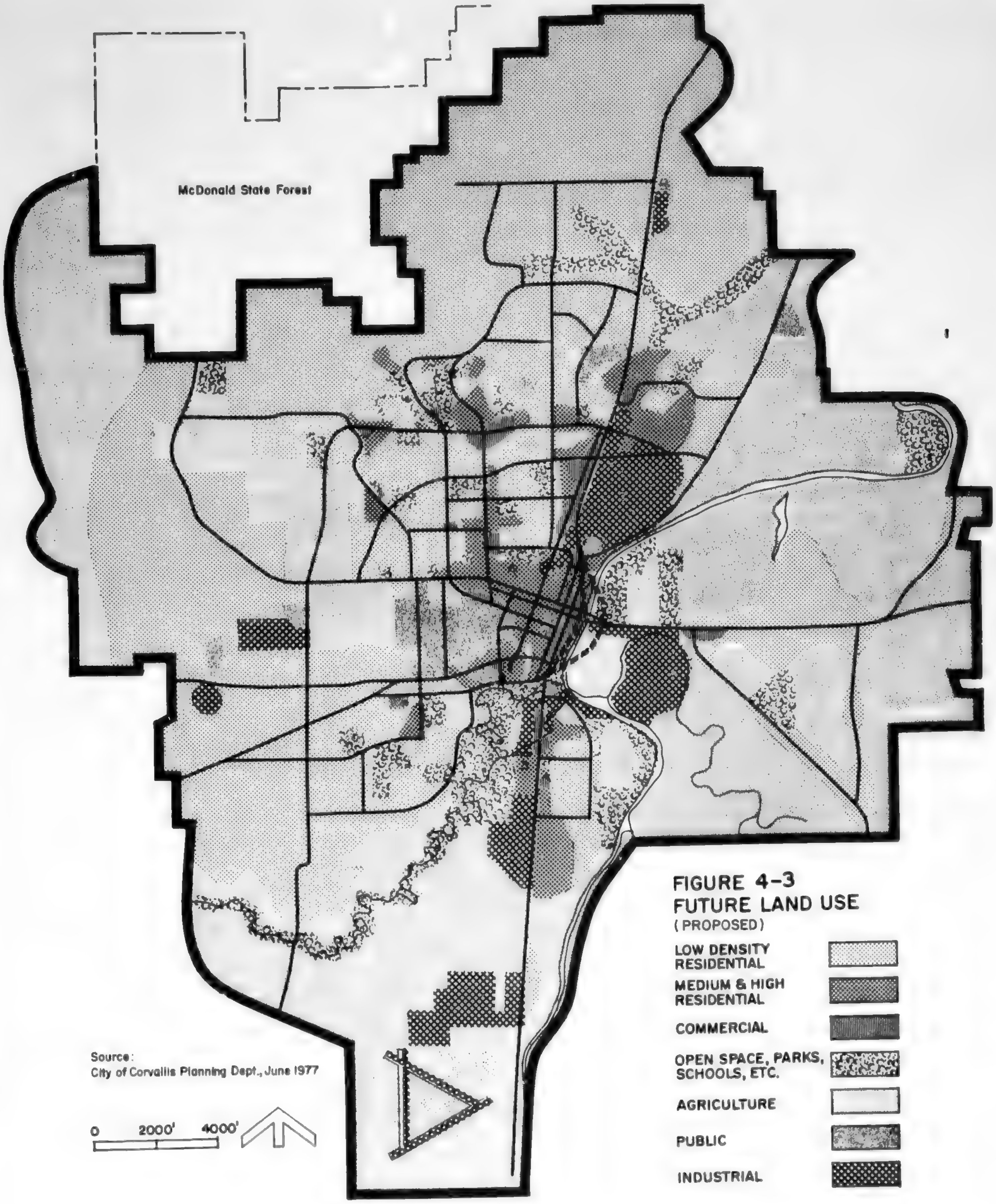


FIGURE 4-3
FUTURE LAND USE
(PROPOSED)

McDonald State Forest
LOW DENSITY RESIDENTIAL
MEDIUM & HIGH RESIDENTIAL
COMMERCIAL
OPEN SPACE, PARKS, SCHOOLS, ETC.
AGRICULTURE
PUBLIC
INDUSTRIAL
0
2000'
4000'

Source:
City of Corvallis Planning Dept., June 1977

Impacts on Open Space, Parks and Recreation

The proposed extension of N.W. Circle Boulevard from Harrison Boulevard to Witham Hill Drive within existing rights-of-way would pass through an area of wooded open space that presently exists in a natural state.

The extension of the Selected Alternative, N.W. Circle Boulevard between Witham Hill Drive and Lantana Drive will pass through an area officially designated as municipal parklands and named Woodland Meadow-Natural Park. The roadway extension will be constructed within a dedicated 80-foot right-of-way so that there would be no physical taking of parkland involved in the actual construction. Berms required for noise mitigation encroach on the park. Portions of the bikeway may also be constructed outside of the right-of-way depending upon the final engineering designs. It would lie on a narrow strip of parkland south of Circle Boulevard.

One of the primary environmental impacts of this section of the N.W. Circle Boulevard extension will be the introduction of a roadway through the open space now designated as park area. Those persons presently utilizing the area for such activities as kite flying, hiking, or exercising of dogs will be more restricted than the present by the roadway and vehicular traffic on Circle Boulevard. Related to these aspects could be the safety hazards involved in crossing the street; however, these hazards will be reduced by mitigating measures such as berms, screen plantings along the steeper-side slope areas, designation of crosswalks and reduced of traffic speeds.

The Lantana Drive to Witham Hill Drive section will incorporate a bikepath. This design feature will increase the park's accessibility, thus providing a greater opportunity for use by the community.

The construction of the Selected Alternative and future proposed project will provide a direct collector street connection to the new Corvallis Aquatics Center, being constructed at Highland Drive and N.W. Circle Boulevard, for many residents in the westerly areas of Corvallis, thus improving the accessibility of this sports and recreation facility.

With the No-Build Alternative, there would be no direct impacts on parks or open space; public access by motor vehicles to Woodland Meadow-Natural Park would be restricted. Residents of many areas of western Corvallis would not have a direct route to the Aquatics Center at Highland Drive and Circle Boulevard.

Mitigation Measures -

1. A park plan will be developed that places less air and noise sensitive uses such as playgrounds, or other active recreational activities, close to the roadway.
2. Safety hazards in the park can be reduced by mitigating measures such as berms, screen plantings along the steeper-side slope areas, designation of crosswalks and limitations on traffic speeds.
3. Construction of a bikepath.

Social Impacts and Mitigation Measures

The areas served by existing sections of N.W. Circle Boulevard are expected to experience social impacts associated with future growth and urbanization of northwest Corvallis -- whether or not the proposed Circle Boulevard extensions are constructed -- assuming that land developments will be in conformance with the Comprehensive Plan.

The proposed extensions of N.W. Circle Boulevard will improve the accessibility of existing and future residential areas west of Witham Hill Drive to jobs, community facilities, churches and shopping areas along existing sections of the Circle Boulevard route and in areas north of the route. These will include community activities at Highland View Intermediate School and Jefferson School; recreational facilities at the planned Aquatic Center; employment and shopping opportunities in the vicinity of N.W. 9th Street (including the Hewlett-Packard Plant and health services at the Good Samaritan Hospital). These beneficial effects will relate to all social groups residing in the study corridor, including the elderly, handicapped and low income persons. With the No-Build Alternative, access to these community facilities and activities would be less direct. No unique circumstances were revealed which will require the special consideration be given to any distinct ethnic or racial group.

It has been shown that the proposed extension of N.W. Circle Boulevard will increase traffic volumes on some existing sections of the route, particularly those between Lantana Drive and 29th Street. Residents living along these sections of the route expect this to be disruptive to their neighborhood. On the other hand, if the No-Build Alternative were selected, these same adverse impacts would be experienced by the residents of other nearby neighborhoods. With either the proposed extensions of Circle Boulevard or the No-Build Alternative, traffic growth will take place which will adversely impact one neighborhood or another; either way, the impacts will occur.

The additional traffic along existing sections of N.W. Circle Boulevard expected to result from the proposed project could increase traffic accident hazards along these sections of the route. However, the implementation of adequate traffic controls will mitigate the anticipated problem of pedestrian/vehicle conflicts. With the No-Build Alternative, the increased traffic accident hazards would occur along alternative routes; the total incidence of accidents would be about the same with or without the project. An increase in traffic on local streets such as Jameson Drive, which would occur with the No-Build Alternative, would have a somewhat more serious impact on traffic safety than a comparable traffic increase on Circle Boulevard since Jameson was designed for local traffic needs only.

The effects on employment of the proposed Circle Boulevard extensions will be marginal. In the short-term, there will be a small amount of employment associated with construction of the project. No long-term effects on employment are expected to be associated with the planned and proposed projects. Neither the proposed project nor the No-Build Alternative would have a significant effect on overall population growth.

Mitigation Measures - The same measures identified for mitigation of adverse traffic service impacts would mitigate for disruption of neighborhoods east of Lantana Drive caused by additional traffic.

Impacts on Public Services

The implementation of the proposed projects would facilitate the installation of needed utilities in the developing areas adjacent to Circle Boulevard, through coordination of street and utility construction.

Response time and access by emergency vehicles to areas served by Circle Boulevard will be significantly better with the proposed project than with the No-Build Alternative. The two new street section will provide direct access to a large area of northwestern Corvallis, thus facilitating emergency vehicle movements to the area. This will be especially true for fire department vehicles coming from the fire substation located on Circle Boulevard at 13th Street. A continuous Circle Boulevard route will also facilitate taxi service, possible bus route extensions and bicycle access.

The adverse effect of the No-Build Alternative on public services would be significant, especially with respect to fire protection and ambulance services. Response time and access by emergency vehicles to residential areas in northwest Corvallis would be significantly restricted by the No-Build Alternative. Access by fire vehicles to areas west of Witham Hill Drive would be more difficult and slower under the No-Build Alternative. There should be little or no effect on normal police patrol services, but police response time for emergencies could be lengthened.

Impacts on Historic, Archaeologic, and Paleontologic Resources

There are no known historic, archaeologic, or paleontologic resources within the study area that will be disturbed by either the proposed roadway construction project or the No-Build Alternative. In May, 1980 an archeological reconnaissance survey was conducted in the N.W. Circle project area. No archeological sites were discovered as a result of the survey.

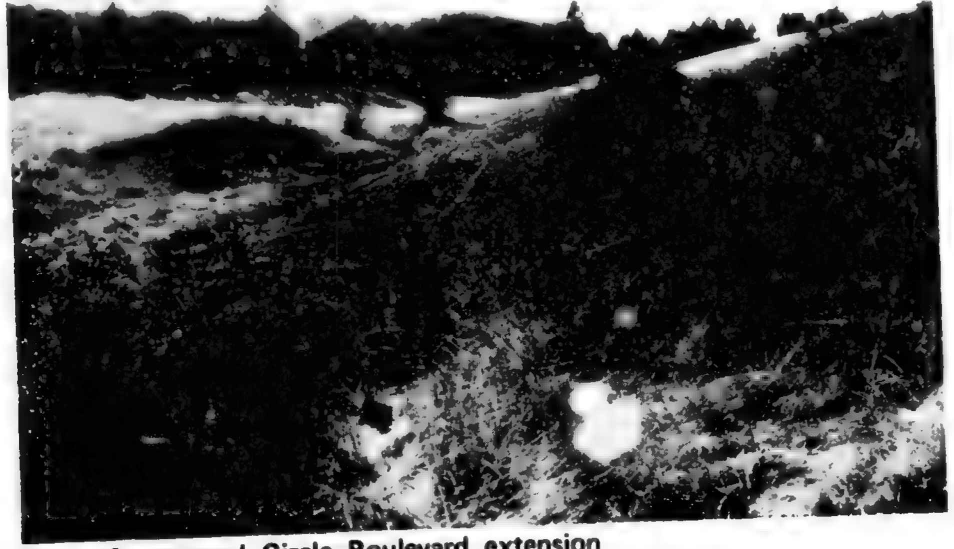
Aesthetic Impacts and Mitigation Measures

Impacts - The construction of new roadways will tend to have a deleterious effect on vistas and the overall aesthetic quality of the areas traversed by N.W. Circle Boulevard. This negative impact will be important because new roadway is located in areas presently undeveloped, e.g., Woodland Meadow-Natural Park and the extension from Harrison Boulevard to Witham Hill Drive.

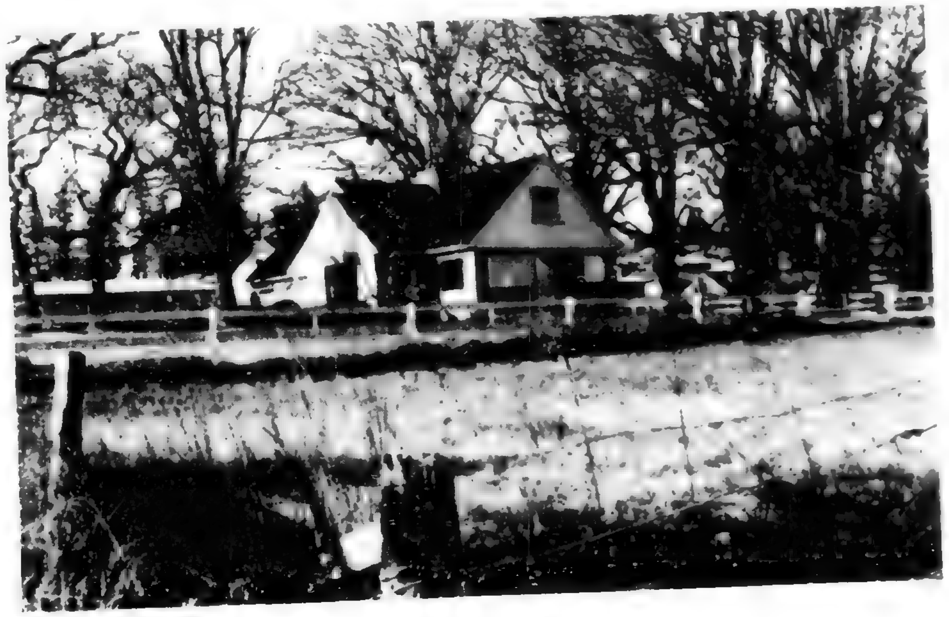
The No-Build Alternative would entail no actual construction and would, therefore, have no physical effect on views, vistas or aesthetic values, insofar as they preserve those that presently exist. Traffic that is directed to other streets by the non-completion of Circle Boulevard will tend to have a detrimental effect on the aesthetics in areas served by those streets.

Mitigation Measures - The use of foliage and other plant material screening methods will mitigate the visual impacts of the roadway and traffic. The new street sections would provide new vistas from which the mountain and valley areas could be viewed (see Figure 4-4).

Woodland Meadow-National Park looking east from Witham Hill Drive, (Atlocation of proposed Circle Blvd. intersection)



Area of proposed Circle Boulevard extension



Corl residence

FIGURE 4-4

WOODLAND MEADOW-NATURAL PARK

Economic and Jurisdictional (Fiscal) Impacts

The land needed for right-of-way for these extension projects is under public ownership. The use of city owned land for roadway right-of-way would not remove tax revenue producing property from the tax rolls.

Development of the unimproved parcels of land adjacent to the proposed N.W. Circle Boulevard extension west of Witham Hill Drive may result in higher property values. Past studies have indicated that many of the adverse effects on property values caused by proximity to a new or expanded roadway are generally offset by the positive effects, principally improved accessibility.

It is unlikely that there would be any significant long-range economic impacts associated with the No-Build Alternative. Development is expected to continue in the Circle Boulevard corridor whether the particular projects now proposed are implemented or not. The lack of convenient access could have a detrimental effect on some property values, especially industrial and commercial properties, although it may enhance the value of some residential properties. It is not expected that there would be a significant overall effect on employment resulting from the No-Build Alternative.

The Circle Boulevard corridor traverses land within the jurisdiction of both the City of Corvallis and Benton County. There are no direct jurisdictional (fiscal) impacts involved in the No-Build Alternative.

SECTION 4(f) INVOLVEMENT

There is one parkland area, Woodland Meadow-Natural Park, which will be traversed by N.W. Circle Boulevard. The 80-foot wide, City-owned Circle Boulevard right-of-way passes between two sections of the park, an undeveloped open, natural area. Typical views of the park are depicted in Figure 4-4.

On July 5, 1977, the Corvallis City Council formally adopted the name "Woodland Meadow-Natural Park" for this open space area and approved a recommendation regarding the park's present and future use and significance, as follows:

> "According to this recommendation, and statement of use, Woodland Meadow-Natural Park is an undeveloped park. The area presently accommodates such activities as kite flying, biking, blackberry picking, exercising of dogs, and picnicking. Some special activities, such as the making of kayaks, may be conducted in the barn. Mr. Corl, the previous owner, has a life estate in the portion of the property that includes the house and other buildings and he still lives in the house. Much of the naturalness of the park will be preserved as deemed appropriate. Future development of the park area includes, but is not limited to, play, picnic and open field areas. The existing buildings - a barn and a house - may be remodeled in the future to accommodate recreational activities. The area around the Woodland Meadow-Natural Park is rapidly becoming densely populated with single- and multiple-family dwelling units. Ultimate development of the park will directly relate to the character and the recreational needs of the surrounding neighborhoods, thereby directly serving these neighborhoods as a park and open space."

The proposed N.W. Circle Boulevard extension will require the use of park land for the placement of earthern berms required for noise abatement. Depending upon final engineering designs, additional land may be required for a bike path which is considered to be a beneficial recreational feature. The berms and landscaping will be designed so that they will integrate into the park setting in a manner that will be compatible with the existing use and maintenance of the land. Because of these impacts on park land, a Section 4(f) Statement has been prepared and appended to this document.

Traffic Impact - Projected 1990 traffic volumes on N.W. Circle Boulevard and present and future volumes on existing streets adjacent to the park are listed in Table 4-7.

Traffic volumes on Witham Hill Drive are affected only to a small extent by the proposed N.W. Circle Boulevard project.

Through truck traffic on the N.W. Circle Boulevard extension is prohibited west of Kings Boulevard. Safety hazards--especially to unattended children--would be involved in crossing the street, and in playing at or near the side slopes. Safety hazards could be reduced by mitigating measures such as dense plantings along the steeper side slope areas; designation of pedestrian cross-walks; and a speed restriction to 25 miles per hour. The road is presently posted 25 mph west of Dogwood.

TABLE 4-7

AVERAGE DAILY TRAFFIC VOLUMES
WOODLAND MEADOW-NATURAL PARK

	Location			
Year	Circle Blvd.	Jameson Drive	Witham Hill N. of Circle	Witham Hill S. of Circle
1976	0	500[a]	3,700	3,700
1990[b]	3,600	600	10,200	10,400

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[a] Estimated

[b] Derived from Network 5

Air Quality Impacts - Based on 1990 traffic volume forecasts, future carbon monoxide concentrations adjacent to the roadway are expected to increase above present prevailing levels.

The carbon monoxide concentrations would still be very low and represent only two to three percent of the state standards.

Noise Impacts - Long-term noise levels on the Park environment near the roadway alignment are expected to increase from 36 to about 49 dBA (L_{eq} at 100 feet from the centerline). While this represents a significant increase over existing levels in the undeveloped Park areas, these noise levels are not greater than for adjacent residential areas, nor would they significantly affect the actual or potential recreational activities previously discussed.

The 67 dBA noise level contour would fall inside the right-of-way line. An L_{eq} of 55 dBA at the right-of-way line is predicted by the FHWA model. The areas with noise levels below 67 dBA could accommodate activities such as "picnic grounds, recreation areas, playground, active sports areas, and parks' for which a design level of 67 dBA L_{eq} has been established by the U.S. Department of Transportation.

A park master plan showing the intended uses in relationship to the N.W. Circle Boulevard alignment has not been developed by the City of Corvallis and, therefore, a more detailed evaluation cannot be performed at the present time. Acoustical information in this document will be available for use in designing a park plan.

Impact on Aesthetics - Although the roadway alignment was chosen to take maximum advantage of the natural topography, the need for cut and fill sections will be unavoidable. The visual intrusion of the roadway and adjacent side slopes will disrupt the pastoral setting of the presently undeveloped park areas. The use of landscaped earth berms, landscaped slopes and a variety of tree and screen plantings will reduce these adverse aesthetic impacts.

SUMMARY OF ENVIRONMENTAL EFFECTS

Chapter 5

SUMMARY OF ENVIRONMENTAL EFFECTS

This section lists environmental impacts identified in previous chapters and categorizes them according to beneficial and adverse impacts. This discussion also includes the idenification of probable unavoidable impacts, the irreversible and irretrievable commitments of resources associated with the proposed project and the short-term environmental losses and inconveniences in the context of the overall long-term gains which the planned and proposed project is expected to produce.

BENEFICIAL ENVIRONMENTAL IMPACTS

The probable beneficial effects of the Build and No-Build Alternatives are summarized and compared in Table 5-1 by type of impact and roadway segment.

N.W. Circle Boulevard - The significant beneficial impacts are related to traffic, land use and drainage aspects. These projects will (1) provide a continous collector street in conformance with Comprehensive Plans; (2) improve emergency vehicle access and response time especially for fire department vehicles originating from the substations at N.W. Circle Boulevard and 13th Street and at 35th and Washington Way; (3) provide improved access to existing and planned residential areas in northwesterly Corvallis; (4) reduce traffic and traffic-related environmental impacts on other nearby collector and residential streets; (5) the extension of the continuity of transit services and bicycle routes; (6) facilitate the installation or extension of needed utilities; and (7) provide improved storm drainage systems, thus reducing erosion and siltation.

In addition to these common beneficial effects, the construction of the section from Lantana Drive to Witham Hill Drive will improve future bicycle/pedestrian and vehicular access to Woodland Meadow-Natural Park, thus providing a greater opportunity of for the community and neighborhood functions. The new roadway would also offer pleasant vistas from the road.

The beneficial effects associated with the No-Build Alternatives are related to the preservation of existing habitats and the savings of public construction funds. In addition, the Witham Hill Drive to Lantana Drive No-Build Alterative would maintain the present setting of Woodland Meadow-Natural Park and would be less disruptive than the Build Alternative to the cohesion of the neighborhood east of Lantana Drive.

PROBABLE ADVERSE ENVIRONMENTAL EFFCTS WHICH CANNOT BE AVOIDED

The construction of a new roadway through presently undeveloped areas will unavoidably result in certain adverse effects on the environment. Adverse impacts of the proposed project and the No-Build Alternative are summarized and compared in Table 5-1.

TABLE 5-1

Probable Beneficial Impacts - N.W. Circle Boulevard

Topic	Harrison Blvd.-Witham Hill Dr. Build	Witham Hill Dr.-Arbol Place Build
1. Traffic Service	Lowers travel times, increase mobility; provides vehicular and bicycle access to planned residential developments; part of planned major urban street system; safety may increase due to area-wide lower traffic densities; provides improved emergency vehicle access.	Lowers travel times, increases mobility; improves emergency vehicle response time, espec. fire trucks; reduces traffic on parallel residentail street connections; part of planned urban street system; improves vehicular (if on-street parking is provided) and bicycle access to Woodland Meadow-Natural Park; area-wide safety may increase due to area-wide lower traffic densities; provides collector street continuity.
2. Hydrology	Provides improved storm drainage system.	Provides improved storm drainage system.
3. Geology, Soils	Storm drainage system will reduce erosion.	Storm drainage system will reduce erosion and siltation.
4. Biota/Ecology	None.	None.
5. Social Impact	Improves traffic access to jobs, public facilities, shopping centers.	Improves traffic access to jobs, public facilities, shopping centers.
6. Land Use Impact	Facilities residential development in conformance with existing and proposed Comprehensive Plans.	Complies with existing and proposed Comprehensive Plans.
7. Open Space, Parks and Recreation	None.	Improves accessibility of Woodland Meadow-Natural Park; provides greater opportunity of use by Corvallis residents.
8. Economic Impact	Temporarily bolsters local economy.	Tempoarily bolsters local economy.
9. Jurisdictional Impact	Involves only one jurisdiction (City).	None
10. Public Services	Facilitates installation of needed utilities; improves emergency vehicle routing.	Improves emergency vehicle routing and response time; facilitates extension of needed utilities.
11. Air Quality Impact	Minor improvement of air quality in other areas.	None.
12. Noise Impact	Minor reduction of noise levels in other areas.	Minor reduction of noise levels in adjacent neighborhoods.
13. Historic, Archeologic and Paleontologic Resources	Unknown.	None.
14. Aesthetics	None.	Provides pleasant views from the roadway.
15. Displacement	None.	None.

N.W. Circle Boulevard - Some of the anticipated adverse effects of the proposed N.W. Circle Boulevard project would be temporary, and occur only during the construction period, e.g., minor traffic disruptions and delays and the potential for some siltation and erosion during construction activities (see Table 5-2).

Construction of the planned and proposed facility requires some cut and fill sections, thus modifying present surface forms; however, as a long-term benefit, erosion and occasional flooding hazards would be reduced by the provision of improved storm drainage system.

The adverse impacts associated with the No-Build Alternatives include (1) lack of a continuous Circle Boulevard route at variance with the new Comprehensive Plan resulting in increased travel times and traffic densities on nearby residential streets; (2) impaired access to planned residential developments in northwesterly Corvallis; (3) decreased emergency vehicle access especially for fire department vehicles originating from the new fire sub-stations at N.W. Circle Boulevard at 13th Street and at 35th and Washington Way; (4) possible redirection of growth to other areas; (5) increased traffic impacts in other nearby areas; and (6) continued erosion due to lack of adequate drainage facilities.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

This section summarizes the irreversible adverse effects of the proposed projects on potential uses of the environment. These adverse effects would include the use of land, labor, energy and materials for construction of the roadway and secondary effects on future use of open space for urban development. A summary of these effect can be found in Table 5-3.

N.W. Circle Boulevard Extensions - Completion of the long planned extensions of N.W. Circle Boulevard between Harrison Boulevard and Lantana Drive would irreversibly commit 10.7 acres of presently undeveloped land to street traffic. Of this total, 3.4 acres will be required for the 0.35 mile westerly extension from Lantana Drive to Witham Hill Drive. These projects would also tend to encourage future land development in undeveloped areas presently planned for such development. However, it is likely that most or all of this future development will occur eventually even without the proposed projects, assuming there is no basic change in the Comprehensive Plan or City policy on growth. The Harrison to Witham Hill section will be required when the adjacent land is developed.

The proposed street extensions are not expected to have much effect on total travel in Corvallis as compared with the No-Build Alternative. Consequently, very little effect on energy use for motor vehicle travel is anticipated. A small reduction in motor fuel consumption can be expected, primarily due to a slight reduction in total vehicle-miles of travel as a result of more direct travel for some trips. The project will also reduce the traffic congestion in the area.

TABLE 5-2

Probable Adverse Impacts - N.W. Circle Boulevard

Topic	Harrison Blvd.-Witham Hill Dr.	Witham Hill Dr.-Lantana Drive
	Build	Build
1. Traffic	Minor disruption of traffic at Harrison Blvd. and Witham Hill Drive during construction.	Minor disruption of traffic at Witham Hill Drive during construction; safety hazards associated with steep grades of roadway alignment; potential safety hazard to park users.
2. Hydrology	Minor increased siltation in runoff areas during construction.	Minor increased siltation in runoff areas during construction; special treatment of natural surface and subsurface drains required.
3. Geology, Soils	Minor cuts and fills; erosion controls required.	Some cuts and fills; maximum side slope grades and erosion controls required.
4. Biota	Removes existing habitat in right-of-way.	Removes existing habitat in right-of-way.
5. Social Impact	None.	Disruptive to cohesion of neighborhood east of Lantana Drive due to increased traffic.
6. Land Use	Disruption of existing land use.	None.
7. Open Space, Parks and Recreation	None.	Makes physical separation of existing park sections. (Existing street right-of-way already separates park lands.)
8. Economic Impact	Construction costs amount to about __________.	Construction costs amounts to about __________.
9. Jurisdictional Impact	None.	None.
10. Public Services	None.	None.
11. Air Quality	Small increase in pollutant concentrations on new facility vs. No-Build; standards not exceeded.	Small increase in pollutant concentrations on new facility vs. No-Build; standards not exceeded.
12. Noise	Ambient noise level will increase.	Ambient noise level will increase in the park areas and residential areas east of Lantana Drive.
13. Historic, Archeologic and Paleontologic Resources	Unknown.	None.
14. Aesthetics	Disruption of open area setting; impact is expected to be minor due to planned residential development.	Disrupts setting of parkland; some cut and fill sections; two noise berms which will blend into park setting.
15. Displacement	None.	None.

TABLE 5-3

Summary of Irreversible and Irretrievable Commitments of Resources

N.W. Circle Boulevard	
Harrison Boulevard to Witham Hill Drive	Witham Hill Drive to Lantana Drive
7.3 acres of undeveloped and essentially unused land including some wildlife habitats	3.4 acres of presently undeveloped land designated as future street right-of-way
Construction labor and materials including 10,000 tons of crushed aggregate, 3,500 tons of asphaltic concrete, 3,500 linear feet of pipe, 10,000 linear feet of curb and gutter, etc.	Construction labor and materials including 4,500 tons of crushed aggregate, 1,500 tons of asphaltic concrete, 1,000 linear feet of pipe, 3,500 linear feet of curb and gutter, etc.
Estimated cost: $865,000 (1980 price levels), some or all from private sector sources	Public funds: $450,000 (1980 price levels)
Energy: slight reduction in motor fuel consumption; slight increase in energy for street lighting	Energy: slight reduction in motor fuel; slight increase in energy for street lighting
Land development would be encouraged in undeveloped areas presently planned for future urban development	Land development west of Witham Hill Drive would be encouraged in areas presently planned for such development due to completion of continuous circumferential route, linking residential areas with key public facilities, employment opportunities and suburban shopping facilities

The two proposed N.W. Circle Boulevard projects would cost more than $1,300,000 (1980 dollars). Public funds would have to be committed to build the $450,000 section between Witham Hill and Arbol Place, a major portion of which would be Federal (FAU) funds; the remainder would be State and local funds. The more costly section between Harrison Boulevard and Witham Hill Drive would be constructed, at least in part, in conjunction with the private land developments.

SHORT-TERM USES vs LONG-TERM PRODUCTIVITY

This section will identify the trade-offs to be considered between short-term environmental losses at the expense of long-term environmental gains, and vice-versa.

N.W. Circle Boulevard Extensions - The trade-offs involved with a decision to build the proposed projects will be mainly between short-term losses and long-term gains, although there will also be some long-term losses. The short-term losses will relate primarily to construction activities (traffic, disruption, noise, etc.); these will be relatively minor considerations. There will also be some short-term loss of wildlife habitats within the roadway right-of-way, although this will not be extensive and some replacement will be provided within Woodland Meadow-Natural Park. The long-term gains will include traffic service benefits (reduced congestion, added pedestrian and neighborhood safety); improved accessibility to key centers for jobs, public services and shopping opportunities in the Circle Boulevard travel corridor; and improved emergency vehicle access and response times. There will also be a modest reduction in the number of homes impacted by the over use of residential neighborhood streets which result in safety problems and noise levels in excess of desirable limits. These long-term traffic service benefits will accrue to several thousand residents each day. There will also be short-term gains relating to construction employment. The long-term losses would include the loss of 3.4 acres (existing right-of-way) of presently undeveloped land (resulting in some adverse effects on existing use of Woodland Meadow-Natural Park; and some loss of existing wildlife habitats); some diminished environmental quality of the N.W. Circle Boulevard neighborhoods between Lantana Drive and 29th Street; however, traffic will continue to increase on Circle Boulevard even if the project is not completed. The proposed projects will also support and encourage future land development in areas currently planned for development west of Witham Hill Drive.

With the No-Build Alternative, the trade-offs would be mainly between short-term gains and long-term losses in productivity, although there would also be some long-term gains. The short-term gains would include the avoidance of project costs and construction period adverse impacts on environmental quality. Long-term losses in productivity would relate to traffic service disbenefits; reduced accessibility to jobs, public facilities and shopping areas located along or near Circle Boulevard; reduced emergency vehicle access and increased response times; and traffic intrusion into neighborhoods other than those directly served by Circle Boulevard. The long-term gains would include preservation of the character of neighborhoods along existing sections of N.W. Circle Boulevard, particularly the sections between Lantana and 29th Street; preservation of the Woodland Meadow-Natural Park open space in its existing state; and avoidance of disruptions of wildlife habitats located within the right-of-way reserved for road development.

COMMENTS AND RESPONSES

COMMENTS AND RESPONSES

On May 31, 1980 a public hearing was held at Highland View Intermediate School in Corvallis. More than 200 people attended the meeting and 50 people presented written or oral testimony. The comments received at the public hearing are summarized in the Public Hearing Results, Chapter 2 of this document.

Written comments were also received from public agencies and private individuals on the Draft Environmental Impact Statement. Excerpts from those letters requiring responses and the responses are listed on pages 72-77. Complete copies of these letters can be found in the Appendix.

Index of Comments Received

U.S. Department of Energy	Page 72
U.S. Environmental Protection Agency	Page 73
U.S. Department of Interior	No Response Required
U.S. Department of Agriculture	No Response Required
Oregon Division of State Lands	No Response Required
Oregon Department of Environmental Quality	Page 75
E. Wendell Hewson	Page 76
Dorthy Jean Leach	No Response Required
Jay and Louise Bollman	No Response Required
Ken C. Medearis	No Response Required
Charles McDonald	No Response Required
Donna H. Allen	No Response Required
Charles L. Schroff M.D.	No Response Required
Nancy W. Pearcy	No Response Required
J. V. Ferries	No Response Required
Dr. Carl B and Jacquelyn Schreck	No Response Required
Kenneth McGregor	No Response Required
Meg Ceamer	No Response Required
Sharon Lengeberg	No Response Required
L. D. Corl	No Response Required

U.S. Department of Energy

Comment: The Department of Energy commented that the DEIS did not demonstrate the consideration of energy use in construction, effect associated with the completed project, and energy consumed by maintenance activities. They also stated that the DEIS should consider the use of alternative materials and alternative construction techniques.

Response: The same letter was responded to in the Walnut Boulevard FEIS. The response that was given in that report also applies to Circle Boulevard.

"A project of this size which is designed to meet a specific transportation need does not consider energy issues as a major decision making concern. Construction and maintenance activities on this short section of roadway will be offset by the energy savings realized by the new facility. The use of alternate (low energy) materials in the construction phase will be governed by Federal and State material specifications. The use of new materials which require less amounts of energy to produce is an ongoing objective in road construction. It is not anticipated that excessive energy consumption will result from the proposed construction--standard engineering practices will ensure this. Renewable resources will be used where deemed qualitatively and economically feasible."

Environmental Protection Agency (EPA), Region X

Comment: The effect of additional storm drains and paved areas on downstream water quality and flows should be addressed in greater detail. It appears that there could be an increase in some flash flooding caused by increased runoff. The potential increased pollutant load from road runoff should be discussed.

Response: Modifications of the drainage system have been considered and will be included in the final construction plans. There are several open storm systems which empty into Woodland Meadows-Natural Park as well as the closed system. Collectors to the closed system will be located along the project.

Very little, if any more storm water will be introduced into the system because of the project. The existing runoff from the hillside in the park is now collected in the storm drain at the end of Circle Boulevard. This 18-inch drain was put in with the plans to extend it into the project area when the road was extended. Just east of Arbol Place the line goes to a 21-inch system. Any overflow water would follow the curb to that point where it would enter the system. The water emptied into the park by the open system from Witham Hill Drive, Hayes Avenue and Woodland Drive will be collected by the system.

There is no history of flooding in the immediate project area. The only known exception was in January 1974 when temperatures were as low as -12°F. for several days and the ground was frozen 6-inches deep. Warm heavy rains fell and the ground was unable to absorb the water. Water did flow over the curbs at Lantana and Circle Boulevard. This was caused because the existing drain inlets were partially plugged. Except for that occasion storm drains have handled the runoff.

The dilution factor entering the storm drain system is very high and therefore will not create a pollution problem in the area. Corvallis has not been required to obtain any permits for the existing systems entering into Dixon Creek. Currently two storm drain systems off of Circle Boulevard empty into Dixon Creek where it crosses Circle Boulevard.

Comment: The parameters used in the modeling for the DEIS are not consistently provided in all of the tables. The assumptions appear to produce a conservative case rather than a probably worst case. Some of the unjustified input parameters are: the model was calibrated using data from a season when CO concentrations are not the highest; a Class E stability was used instead of Class F stability; an ambient temperature greater than the CO problem season average was used; and, most importantly, the model used a wind angle of 35° instead of the full range of 0° to 90°.

Response: The dispersion model (CALINE2) was calibrated using ambient CO data collected during the month of March. Although this collection period is not within the "ideal" collection period, November through January, the time period does meet the monitoring requirements ("generally, September-March") as set forth in EPA Region X Air Programs "EIS Review Criteria-Mobile Sources".

The use of Class F stability instead of Class E stability, which was used for the analysis, results in higher CO predictions by a factor of 1.75 (i.e., a prediction of 16 ppm under Class E stability would be 28 ppm under Class F stability). The use of an ambient air temperature of 40° F instead of 75° F would increase the vehicle emission factors by approximately 30%. This would increase CO predictions by 30%. The use of a wind angle of 0° (parallel wind) instead of a 35° wind angle would increase the predicted CO concentration in the CALINE2 mixing cell by approximately 50%. All of these factors, then, would increase predicted CO concentrations by approximately 3.4 times greater than the CO concentrations reported in the air quality study.

Comment: The models should be based on using a receptor no farther than the edge of the right-of-way. Most of the calculations used a receptor 50 feet from the center of the roadway, through the right-of-way is generally 80 feet or less. The use of the Hewlett-Packard monitors should be better justified, particularly since they are located at a distance from the actual project area.

Response: The use of a receptor at 40 feet from the center of the road instead of 50 feet would increase the predicted CO concentration by 15%. Therefore, taking the previously discussed factors into consideration, worst case CO concentrations could be 3.9 times greater than the reported concentrations.

The study conducted for the Hewlett-Packard Company included the measurement of CO at the intersection of 9th Avenue and Circle Boulevard. Although this measurement site is located 1.75 miles east of the project, it will be affected by the project. Also, this site is predicted to be the worst (highest) in the project study area and, therefore, establishes an acceptable upper limit to the CO concentrations which could occur within the project limits.

Comment: Since population and employment is increasing, the 1975 measurements should have been adjusted to provide more current background levels for analysis.

Response: Background CO levels were included in the 1975 measurements. Future traffic volumes used in the area wide analysis and the project analysis reflect the population and employment growth rates. Background CO levels were, therefore, adjusted in the same manner as were the 1-hour CO levels for the individual road links.

Comment: The project impacts are considerably lower than the NAAQS. Therefore, even if the analysis is corrected, and results in a change in the predicted values by a factor of three, these projects would still be consistent with the Clean Air Act requirements and the State Implementation Plan.

Response: The above responses show that 1-hour CO concentrations could be 3.9 times higher than the reported CO concentrations if all of the worst case factors discussed by EPA are used in the analysis. However, this does not mean that these concentrations are realistic since it is unlikely they will occur at the same time and during the peak 8-hour traffic period used in the analysis.

If Larsen's Mathematical Model is used to estimate 8-hour average CO concentrations from the predicted 1-hour CO concentrations, then the 8-hour concentration is less by a factor of 0.53. Therefore, the 8-hour average CO values would only be 2.1 times the predicted 1-hour concentrations, well below the NAAQS in 1990 within the project limits.

Comment: As mentioned in the DEIS, the L_{10} levels in many sections of Circle Boulevard are and will continue to be above the L_{10} 70 level recommended for residential areas. We strongly recommend that as many as possible of the suggested mitigation measures in Section IV of the Acoustical Assessment be implemented both during the design and construction of this project.

Response: Noise mitigation measures were thoroughly reviewed with regard to practicality, cost and effectiveness. See Acoutical Section for a complete discussion of mitigation conclusions.

Comment: The only alternatives considered in the Draft EIS are the Build and No-Build Alternatives. Because the building of Circle Boulevard through Woodland Meadow-Natural Park is controversial, we feel that alternative alignments should have been considered if a connection to Witham Hill Drive is necessary. Some of the possibilities would be to follow the perimeter of the park rather than dividing it or to improve an existing parallel road.

Response: Other alternatives were considered before and after the DEIS was published. An alternative to change the right-of-way in the park was evaluated but rejected by a vote of the people on an initiative petition. A description of the alternatives is contained in the FEIS and 4(f) statement.

Comment: The parameters used in the modeling for the DEIS are not consistently provided in all of the tables. The assumptions appear to produce a conservative case rather than a probably worst case. Some of the unjustified input parameters are: the model was calibrated using data from a season when CO concentrations are not the highest; a Class E stability was used instead of Class F stability; an ambient temperature greater than the CO problem season average was used; and, most importantly, the model used a wind angle of 35° instead of the full range of 0° to 90°.

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Response: Other alternatives were considered before and after the DEIS was published. An alternative to change the right-of-way in the park was evaluated but rejected by a vote of the people on an initiative petition. A description of the alternatives is contained in the FEIS and 4(f) statement.

Department of Environmental Quality

Comment: More consideration should have been given to the construction of noise barriers for the protection of residential properties. Specific locations and designs for noise barriers should have been set out and discussed in the DEIS.

Response: The FEIS includes a new noise analysis and proposed noise mitigation designs and locations which will be included in the final design plans.

E. Wendell Hewson

Comment: I find the air pollution portion of the DEIS to be seriously deficient; the models and meteorological variables used are inappropriate for Corvallis, and particularly so for the topographical conditions of Woodland Meadows-Natural Park. If the proposed Circle Boulevard extension were to be completed, air pollution problems resulting from the completion of the road will be much more severe along Circle Boulevard, and especially near the park, then the DEIS states.

The calculations of pollutant concentrations in the statement are based on a wind speed of 2 mph. This is too high for Corvallis' mean annual wind speed of 4 mph. More representative values for winter stagnant conditions are 1/2 to 1/4 mph. If such values are used, the calculated concentrations will be 4 to 8 times greater than those given in the report, bringing some concentrations well above permissible levels.

Response: The mean hourly wind speed during the winter for the Corvallis area is 4 mph. During the winter, the wind is calm 9% of the time, as reported in the air study technical report. The calms are recorded as wind speeds less than the meteorological instrument threshold (normally 1-2 mph).

A telephone conversation with Earl Bates of the Oregon State University Atmospheric Science Department located in Corvallis (October 28, 1980), indicates that the university has instruments which measure wind speeds of 1/2 and 1/4 mph. However, continuous data is not collected by these instruments in the Corvallis area mainly because the instruments are fragile and expensive to maintain for long periods of time. Mr. Bates knew of no data representative of the project area which has recorded such low wind speeds and no data which had measured 1/2-1/4 mph wind speeds for eight hours or more.

It may be that 1/2-1/4 mph winds do occur in the project area, but it is unlikely that they occur for eight hours duration. Nevertheless, if these light winds did occur for eight hours or more, they would occur during winter nighttime conditions. At these hours, very few automobiles would be using the roadway. The CO concentrations, referenced in the comment, are calaculated using the worst case traffic volumes. These volumes typically include either the morning or the afternoon peak hour and seven other hours which occur during the day. Because the high traffic volumes do not occur when these light winds are expected to occur, a pollutant problem as suggested by the commentor should not occur.

Comment: The computer models employed in preparing the statement are not valid for a small steep-sided valley such as that in which the projected roadway would lie in Woodland Meadow-Natural Park. Especially during the stagnant atmospheric conditions which prevail so often in November, December, and January, more severe pollution episodes will occur in and near the park. With clear skies, drainage winds will carry pollution down the valley and into the Circle Boulevard area in the vicinity of the park, leading to much greater concentrations there than farther east on Circle Boulevard. Low clouds or fog would prevent the occurrence of such drainage winds, leading to accumulations of pollution in the valley. With prolonged stagnation accumulations of pollution might extend to the residential areas surrounding the park.

Response: The air pollution dispersion model (CALINE2) is most valid where the terrain is relatively flat and homogeneous. According to the CALINE2 Users Guide, if the horizontal advection principle is assumed to apply to the air flow, and if uneven terrain is approximated by an average elevation, reasonable approximations of the air quality impact can be made using the model.

Under calm winds, which occur 9% of the time during the winter, air pollution is slow to disperse and higher pollutant concentrations occur. Drainage winds can carry pollutants down the slopes, through the park, and on eastward. These conditions would correspond, roughly, to the conditions described in the DPA comments discussed above, i.e. F stability, 1 mph wind speed, 40° F temperature, and 0° wind angle. As shown in the response to the EPA comments, the maximum expected worst case 8-hour CO concentration under these circumstances assuming worst case traffic conditions, would still be below the NAAQS in or near the park.

Low clouds and fog (low level inversions) can trap pollutants close to the ground. However, with prolonged conditions, pollutants will accumulate where and when the higher traffic volumes occur. It should be remembered that the pollutants result from the emissions of motor vehicles. The conditions noted above (calm winds, drainage winds, fog) occur during the nighttime and early morning hours when the traffic volumes are the least and, although these weather conditions do create dispersion problems, the quantity of pollutants generated during the nighttime are extremely low. The late-night and early morning hours are typically 10%-5% of the peak hour traffic, respectively. The CO emissions and CO concentrations would be therefore, 10%-5% of the predicted CO concentration.

APPENDIX

COMMENTS ON THE DEIS

ENVIRONMENTAL SECTION
JUNE 18, 1

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
H. C. Johnson
Eddie Welsh
Paul Riedl (FHWA)
Glen Green (FHWA)

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
(206) 442-7285

June 12, 1979

Mr. Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Potter:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for Circle and Walnut Boulevards, Benton County, Oregon (FHWA-OR-EIS-79-04-D and 05-D).

Four of the responsibilities assigned to the DOE when Congress enacted the DOE Organization Act (42 USC 7101) were:

(1) To promote efficiencies in the use of energy resources USC 764 (b)(7));

(2) To promote maximum possible energy conservation measures in connection with the activities within the jurisdiction of the heads of other Federal Departments and agencies (42 USC 7112(2));

(3) To place major emphasis on the development and commercial use of solar, geothermal, recycling and other technologies utilizing renewable energy resources (42 USC 7112 (6)); and,

(4) To provide for the cooperation of Federal, State, and local governments in the development and implementation of national energy policies and programs (42 USC 7112 (11)) (emphasis added).

This Regional Office is utilizing the EIS comment process as one way to fulfill these responsibilities assigned to the DOE by Congress. This Office, therefore, reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also to assess: (1) the adequacy of the EIS's broad consideration of energy use, (2) the type and nature of energy use, and (3) the consideration given to energy conservation/efficiency and renewable energy resource use. We found that the EIS generally does not demonstrate a consideration of the issues of energy use, energy conservation or use of renewable energy resources associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS does not presently include a consideration of the energy invested in the material which would be used to construct the alternatives and the energy consumed by construction activities. In order to make some energy comparisons, this Office has performed some rough calculations of the energy requirements of the "build" alternatives, using general conversion factors between construction costs, type of construction, and energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-80, enclosed). Results of these calculations follow:

N.W. 9th St. to Seavy Avenue.........	45 billion Btu.
Seavy Avenue to Hwy. U.S. 20.........	35 billion Btu
Harison Blvd. to Witham Hill Drive...	55 billion Btu.
Witham Hill Drive to Arbol Place.....	30 billion Btu.
Walnut Boulevard Project.............	70 billion Btu.

Note that the level of energy investment for these five alternatives combined could be considered significant. For example, the total amount of energy invested could heat approximately 2,400 single-family dwelling units for one year.

The EIS also does not consider and specify the energy effects associated with the completed project. As noted in the draft EIS despite a high initial energy investment, the completed project may result in a net energy saving over the long-term, if annual energy use that would otherwise occur is significantly reduced because of the project, (ie. more direct routes, better traffic flow). A comparison of the trade-off between the initial construction energy investment and long-term energy use should be made for each alternative and considered in your decision-making. Futhermore, the energy consumed by maintenance activities might warrant consideration.

We would appreciate a demonstration of the consideration of the potential for the use of alternative materials, as well as the existing consideration of alternative projects, in the Final EIS. The Final EIS should also present an indication that the potential for the use of alternative construction techniques and procedures was considered. Some procedures can greatly alter energy consumption during construction (e.g., specifying a higher moisture content and lower temperature in hot mix asphalt, requiring higher loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees).

Additionally, the EIS should indicate what measures will be taken to mitigate excessive or potentially unnecessary energy consumption due to the design, construction, use, and maintenance of the eventual proposed action. Any potential for substitution of renewable energy reources for nonrenewable energy resources should also be addressed in the Final EIS. Finally consumptive impacts should be noted in the sections titled "Probable - Adverse Environmental Impacts Which Cannot be Avoided" and "Irreversible and Irretrievable Commitments of Resources", and the consideration of energy investment in the section "Impacts on the Natural Environment", Resource Commitments" could be expanded and enhanced, as appropriate.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We hope our comments will be helpful to you in the preparation of a more specific and quantitative Final EIS, and in your further consideration of the alternatives. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Robert B. Hackman, Director
Office of Assessment & Integration

Enclosures
cc:
Lee Johnson, Acting Director, External Affairs Division, Region X, DOE

Dr. Robert Stern, Acting Director, Division of NEPA Affairs, Office of the Assistant Secretary for Environment, NDOE

F.A. Leone, Division of NEPA Policy and Planning, Office of the Assistant Secretary for Conservation and Solar Applications, NDOE

Paul Brumby, Director, Federal Programs Office, Office of the Assistant Secretary for Conservation and Solar Applications, NDOE

David Philbrick, Director, Renewable Resource Programs, Oregon Department of Energy.

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

ENVIRONMENTAL SECTION
June 22, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
H. C. Johnson
Eddie Welsh
Paul Riedl
Glen Green

REPLY TO ATTN OF: M/S 443

JUN 20 1979

Gary Potter, Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Potter:

We have completed our review of the draft Environmental Impact Statements (DEISs) for the Walnut Boulevard and the Circle Boulevard projects. Because the DEISs contain much of the same information and their analysis is based on the same assumptions and methods, this single letter will contain our comments to both statements. Unless noted, all of our comments apply equally to both statements.

Generally we found these DEISs to be well prepared and to contain some very worthwhile possible mitigation measures. We hope that many of these measures are incorporated into the actual project or implemented in applicable city plans and ordinances.

WATER QUALITY

The effect of additional storm drains and paved areas on downstream water quality and flows should be addressed in greater detail. The statement that this will reduce flooding is never explained. It appears possible that some of these projects, such as the new Circle Boulevard up the draw through Woodland Meadow Natural Park, could increase the potential for downstream flash flooding by increasing the rate of runoff. The increased pollutant load from road runoff, which will include oil and lead, and possible mitigation should be discussed.

AIR QUALITY

The assumptions used in the air quality impact analysis appear to result in the EIS understating the impact of the proposed project. The parameters used in the modeling are not consistently provided in all of the tables, and thus interpretation is difficult, but the assumptions appear to produce a conservative case rather than a probable worst case.

Some of the unjustified input parameters are: the model was calibrated using data from a season when CO concentrations are not the highest; a Class E stability was used instead of Class F stability; an ambient temperature greater than the CO problem season average was used; and, most importantly, the model used a wind angle of 35° instead of the full range of 0° to 90°.

The models should also be based on using a receptor no farther than the edge of the right-of-way. Most of the calculations used a receptor 50 feet from the center of the roadway, though the right-of-way is generally 80 feet or less. One area of particular concern is the planned residential area north of Walnut Boulevard.

The use of the Hewlett-Packard monitors should be better justified, particularly since they are located at a distance from the actual project area. Also, since population and employment is increasing, the 1975 measurements should have been adjusted to provide more current background levels for analysis.

In summary, any future EIS should provide complete, up-to-date, relevant information, including measured data representative of the site, current pollution levels, and justified model parameters. However, in this case, the described project impacts are considerably lower than the NAAQS. Therefore, even if the analysis is corrected, and results in a change in the predicted values by a factor of three, these projects would still be consistent with the Clean Air Act requirements and the State Implementation Plan.

For your information, an annually updated inventory of pollutant sources is available through the State of Oregon Department of Environmental Quality.

NOISE

The Acoustical Assessment in Volume 2 presents a thorough and well considered discussion of impacted areas and possible remedies.

As mentioned in the DEIS, the L_{10} levels in many sections of Circle Boulevard are and will continue to be above the L_{10} 70 level recommended for residential areas. In addition, at least one site along Walnut Boulevard, has a predicted increase of approximately 6 dBA which should be considered a significant impact.

We strongly recommend that as many as possible of the suggested mitigation measures in Section IV of the Acoustical Assessment be implemented both during the design and construction of this project.

ALTERNATIVES

The only alternatives considered in these DEISs are the build and no-build alternatives. Because the building of Circle Boulevard through Woodland Meadow Natural Park is controversial, we feel that alternative alignments should have been considered if a connection to Withram Hill Drive is necessary. Some possibilities would be to follow the perimeter of the park rather than dividing it, or to improve some parallel road so that the impacts of increased use could be mitigated. We realize that the steepness of the area may limit some of these alternatives.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-1 (LO - Lack of Objections; 1 - Adequate Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact me or Judi Schwarz of my staff, should you have questions or desire further information regarding our comments. We can be reached at (206) 442-1285 or (FTS) 399-1285.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

ENVIRONMENTAL SECTION
July 16, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredriksen
H. E. Johnson
Eddie Welsh
Paul Riedl (FHWA)
Glen Green (FHWA)
Mr. Gordon Wyatt,
City of Corvallis

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 79/419

JUL 6 1979

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental statement for Circle Boulevard-Walnut Boulevard, Corvallis, Benton County, Oregon.

GENERAL COMMENTS

In general, the document adequately covers the subjects for which this Department has jurisdiction and review expertise. There are several areas, however, that need clarification and the final statement would be improved through attention to the following comments.

ENVIRONMENTAL STATEMENT COMMENTS

Walnut Boulevard

Page 32, par. 1. This paragraph states that "No threatened or endangered species exist in the project area." This conclusion is questionable since Bradshaw's desert parsley (Lomatium bradshawii), which is proposed for endangered status, has been located north of Corvallis. Preparation of the final statement should include efforts to determine the presence or absence of this species in the project corridor and provide appropriate discussion. If additional information and assistance is needed, the project sponsors may wish to request an informal consultation with the Endangered Species Team, Fish and Wildlife Service, 4620 Overland Road, Room 238, Boise, Idaho 83705.

Page 90, par. 2. It appears the proposed work may have direct or indirect impacts on fish habitat through possible installation of baffles, sills, or riprap. Accordingly, our comments do not preclude an additional and separate evaluation by the U.S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.), if eventual project development requires a permit from the U.S. Coast Guard and/or the Corps of Engineers, U.S. Army (Section 9 and 10 of the River and Harbor Act of 1899 and Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement and other authorities. In review of permit

[illegible]

applications, the Fish and Wildlife Service may concur, with or without stipulations, or object to the proposed work, depending on specific construction practices which may impact fish and wildlife resources.

Sincerely,

LARRY E. MEIEROTTO

Assistant Secretary of the Interior

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

cc: Mr. Robert A. Burco
Director
Oregon State Department of Transportation
State Highway Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUL 12 '79
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT DIRECTOR
JUL 12 '79
REFER TO
Rulen
FOR
Info Inves R/D D/M Sign Act File

United States Department of Agriculture

Soil
Conservation
Service

1220 S. W. Third Avenue
16th Floor
Portland, OR 97204

May 31, 1979

Mr. Gary A. Potter, Manager
Dept. of Transportation
Highway Division, Transportation Bldg.,
Salem, OR 97310

Dear Mr. Potter:

The Soil Conservation Service has reviewed the draft environmental impact statement Circle Boulevard, N. W. Lantana Dr., to N. W. Witham Hill Drive and have no comments to offer.

We appreciate the opportunity to review and comment on this document.

Yours truly,

Hillebrandt

Acting
Guy W. Nutt
State Conservationist

cc: Director, Office of Federal Activities (Mail Code A-104) (5)
Environmental Protection Agency
Room 537, West Tower
401 M. Street, S. W.
Washington, D. C. 20460

Administrator, SCS, Wash., D.C. (1)

ENVIRONMENTAL SECTION
June 4, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
E. O. Fredrickson
H. C. Johnson
Eddie Welsh
Paul Riedl (FHWA)
Glen Green (FHWA)

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STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project # 7904 4 1070 Return Date: ____________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - - - - - - - - -

REMARKS

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone: 378-3805

Thank you for the opportunity to comment on this project.

AGENCY Lands by Earle Johnson

REPRODUCTION COPY

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project # 7904 4 1070

Return Date: ________________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - - - - - - - - - -

REMARKS

AGENCY DEQ

by Norman Jette 6-4-79

The Department of Environmental Quality
Noise Pollution Control Section Comments
D.E.I.S. Circle Blvd. and Walnut Blvd. Hwy. Projects
Corvallis, Oregon
(7904-4-1070)

This Draft Environmental Impact Statement was commissioned to address the impacts from the construction of the following Corvallis City Streets:

(1) Extension of NW Circle Blvd., between Witham Hill and Lantana;

(2) Improvement of NE Circle Blvd. east of 9th Street to a point near the Hewlett-Packard plant.

(3) Extension of NW Walnut Blvd. between Kings and Highland.

These three arterial street sections are the final parts of a major Corvallis street construction project on Circle and Walnut Blvds. In order to adequately assess the impacts from these three small street sections, the D.E.I.S. addressed the impacts from the total Circle Blvd. and Walnut Blvd. street systems. Hence, our comments will also cover the total Circle/Walnut Blvd. street project.

The noise impacts associated with Circle and Walnut Blvds. were adequately presented in the D.E.I.S. For the most part, the discussion of the noise mitigation measures was also adequately presented (i.e., Volume II). However, we have the following comments:

(1) We generally agree with the noise mitigation proposals outlined in the D.E.I.S. However, more consideration should have been given to the construction of noise barriers for protection of residential property. Specific locations and designs for noise barriers should have been set out and discussed in the D.E.I.S.

(2) We recommend a noise barrier be constructed for the federally funded Walnut Blvd. street section between 13th Street and Highland. An acoustical wall located between the existing street (which becomes a frontage road) and the new street would reduce the noise impact to the home south of Walnut Blvd.

(3) Several times in the noise investigation discussion, the D.E.I.S. stated that an area was zoned for industrial use and that noise mitigation measures were not needed. Some existing residential properties are located within these industrial zones. Unless it can be shown that these properties will be converted to industrial or commercial use in the near future, they should be considered for noise mitigation as any other residential property.

(4) Since a large amount of land along Circle and Walnut Blvds. is presently vacant, the implementation of land-use controls is very important for mitigation of the noise impacts. We support the land-use controls outlined in the D.E.I.S. We recommend the local planning department be informed of these control measures as soon as possible.

Norman L. Jette/pw
6/1/79

ENVIRONMENTAL SECTION
August 2, 1979

E. WENDELL HEWSON
CERTIFIED CONSULTING METEOROLOGIST
3363 CREST DRIVE
CORVALLIS, OREGON 97330

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
H. C. Johnson
Eddie Welsh
Paul Riedl (FHWA)
Glen Green (FHWA)
Mr. Gordon Wyatt, City of Corvallis

July 30, 1979

Mr. Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Potter,

The accompanying critique of the DRAFT ENVIRONMENTAL IMPACT STATEMENT ON CIRCLE BOULEVARD - WALNUT BOULEVARD EXTENSIONS, VOLUME 2, THE TECHNICAL REPORT, is herewith submitted for your consideration. I regret that I was out of the country at the time of the hearings, and request that my critique be made a part of the record.

I find the air pollution portion of the DEIS to be seriously deficient; the models and meteorological variables used are inappropriate for Corvallis, and particularly so for the topographical conditions of Woodland Meadows Natural Park. If the proposed Circle Boulevard extension were to be completed, air pollution problems resulting from the completion of the road will be much more severe along Circle Boulevard, and especially near the park, than the DEIS states.

Yours sincerely,

E. Wendell Hewson

E. Wendell Hewson, PhD.
Certified Consulting Meteorologist

cc: Mr. Neil Goldschmidt, US Department of Transportation
Mr. Glen Green, Federal Highway Administration
Mr. C.O. Fredrickson, Region Engineer
Mr. D.H. Moehring, Oregon State Highway Division

METEOROLOGICAL SERVICE OF CANADA 1938-48; MASSACHUSETTS INSTITUTE OF TECHNOLOGY 1948-53; UNIVERSITY OF MICHIGAN 1953-68; OREGON STATE UNIVERSITY 1968-.

E. Wendell Hewson, Ph.D.
Certified Consulting Meteorologist

Dr. Hewson came to Corvallis from the University of Michigan in 1968 to establish a Department of Atmospheric Sciences at Oregon State University in 1969. He was chairman of the department from 1969 to 1976, and is now Professor of Atmospheric Sciences. He directed the first major meteorological air pollution investigation on this continent in the Columbia River Valley near Trail, British Columbia, and discovered there the process of plume fumigation. For 25 years after that he did university teaching and research concentrated on air pollution meteorology.

He has been invited to speak at numerous national and international air pollution conferences, including ones in Europe and Asia.

Between 1939 and 1972 he has been a consultant to twenty industrial corporations and federal agencies, including General Motors, American Smelting and Refining, Stone and Webster Engineering, Detroit Edison, Utah Light and Power, Wisconsin Electric Power, U. S. Bureau of Mines, Tennessee Valley Authority, and U. S. Department of Health, Education, and Welfare.

The majority of Dr. Hewson's some seventy-five publications, including his chapter on "Meteorological Measurements" in all three editions of AIR POLLUTION, edited by A. C. Stern, are concerned with air pollution meteorology.

Dr. Hewson's work was recognized in 1969 by the American Meteorological Society, which presented him with its Award for Outstanding Contribution to the Advance of Applied Meteorology "for his pioneering work in the application of meteorology to the air pollution problems of industry and health."

E. WENDELL HEWSON
CERTIFIED CONSULTING METEOROLOGIST
3363 CREST DRIVE
CORVALLIS, OREGON 97330

COMMENTS ON: ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED CIRCLE BOULEVARD-WALNUT BOULEVARD EXTENSIONS, CORVALLIS, OREGON

These comments are confined to the meteorological phase of the statement, which is the writer's field of expertise.

Analysis for All Areas

The air pollution concentrations calculated are based on a wind speed of 2 mph. But the mean wind speed for all months at Corvallis is about 4 mph; with such a low mean wind speed a number of periods with winds of 1/2 mph or lower will occur, especially during the colder half of the year. Using 1/2 mph instead of 2 mph, the calculated pollutant concentrations will be four times greater than those in the statement, bringing some 8-hour concentrations above the limits specified by the Oregon Department of Environmental Quality. In November, December, and January, even lighter winds occur at times, about 1/4 mph. Under such conditions, concentrations would be 8 times greater than those given in the statement for 2 mph winds. Some of these concentrations would doubtless exceed the permissible 1-hour concentrations.

The prevalence of such very low wind speeds in the Corvallis area is confirmed by the table below obtained from data in the report entitled "LOCAL CLIMATOLOGICAL DATA FOR OREGON STATE UNIVERSITY 1978 WITH NORMALS, MEANS, AND EXTREMES," Special Report 277, Revised April 1979 and prepared by the Agricultural Experiment Station of Oregon State University in cooperation with the National Weather Service of the National Oceanic and Atmospheric Administration, U. S. Department of Commerce.

Frequency of Occurrence of Calm Air
at the Hyslop Field Laboratory--
Annual Means Based on Ten Years of Data.
Times are PST.

Time of Day	Percentage of Calms
10 p.m. - 5 a.m.	22
6 a.m. - 10 a.m.	10
11 a.m. - 5 p.m.	1
6 p.m. - 9 p.m.	8

It will be noted that calms occur 10% of the time during the morning rush hour and somewhat less during the late afternoon rush hour.

Analysis for Woodland Meadow Natural Park

The proposed extension of Circle Boulevard through Woodland Meadow Natural Park calls for the roadway to be built, as indicated by the stakes in position, near the bottom of a narrow but steep walled small valley running through the park. The model used for calculating air pollution concentrations in the statement assumes that there are no obstructions which would prevent the horizontal diffusion of pollutants. This assumption is appropriate for most of Corvallis, which is flat, but has no validity whatsoever for the park. The sides of the small valley limit horizontal diffusion and mixing, and as a result pollutants emitted in the valley would tend to accumulate in it. The actual behavior of the pollution in the valley would depend on the sky cover at the time.

Clear Skies

With clear skies and light winds, and in the absence of strong solar radiation, the earth's surface tends to cool as a result of a loss of heat to space by long-wave radiation. This results in a surface inversion in which the air temperature increases with height. Vertical diffusion and mixing are greatly inhibited. Inversions occur at night all year with clear skies and light winds. During the months of November, December, and January the sun is low on the horizon and heats the surface very little. During those months inversions form earlier in the afternoon and dissipate later in the morning, and sometimes persist throughout the day. Inversion formation and persistence over the proposed roadway in the Woodland Meadow Natural Park are likely to be especially pronounced because the valley sides will block even the small radiation normally received from the low sun.

Under these conditions the cool surface air flows down the valley slopes to the bottom of the valley and thence down the center line of the valley. Thus pollution, embedded in this light drainage wind, will flow down the valley in high concentrations until it reaches the present termination of Circle Boulevard near Lantana Drive. Thus the residents of this area will be subjected to traffic pollution not only from cars and trucks passing their homes but also to that which has accumulated as the traffic passes up and down the valley. These additional pollutant concentrations will be substantial.

Low Clouds and Fog

The effect of low clouds and fog in these stagnant atmospheric conditions is to greatly reduce radiational heat loss from the ground. Thus drainage winds will be greatly reduced or eliminated entirely, with the result that pollution will accumulate in the valley, eventually filling the whole valley if the stagnant conditions last long enough. Such accumulations of pollution would make the park much less attractive to park users. At times of prolonged stagnation the accumulated pollution might reach the homes of those living around the park.

Analysis for Walnut Boulevard

Throughout the full length of Walnut Boulevard, both as it is now and as projected, there are no narrow valley sections such as that in Woodland Meadow Natural Park. Thus no accumulations of pollution due to topographic features are to be expected.

Summary

1. The calculations of pollutant concentrations in the statement are based on a wind speed of 2 mph. This is too high for Corvallis' mean annual wind speed of 4 mph. More representative values for winter stagnant conditions are 1/2 to 1/4 mph. If such values are used, the calculated concentrations will be 4 to 8 times greater than those given in the report, bringing some concentrations well above permissible levels.
2. The computer models employed in preparing the statement are not valid for a small steep-sided valley such as that in which the projected roadway would lie in Woodland Meadow Natural Park. Especially during the stagnant atmospheric conditions which prevail so often in November, December, and January, more severe pollution episodes will occur in and near the park. With clear skies, drainage winds will carry pollution down the valley and into the Circle Boulevard area in the vicinity of the park, leading to much greater concentrations there than farther east on Circle Boulevard. Low clouds or fog would prevent the occurrence of such drainage winds, leading to accumulations of pollution in the valley. With prolonged stagnation the accumulations of pollution might extend to the residential areas surrounding the park. No such drainage wind transport of pollution or topographically induced accumulations are to

be expected anywhere along Walnut Boulevard.

Conclusions

From an air pollution point of view, Walnut Boulevard is clearly preferable to Circle Boulevard as a main traffic artery. There are two main reasons for this.

1. Assuming equal volumes of traffic, people living along Walnut Boulevard would be exposed to lower pollutant concentrations than those living along Circle Boulevard. This is because buildings, including houses, are generally now and will be set farther back from the roadway, the source of pollution. This fact is especially significant because this report finds the severe case concentrations given in the environmental impact statement to be too low by a factor of from 4 to 8.

2. Woodland Meadow Natural Park contains a small valley through which the proposed Circle Boulevard extension would run. The special problems which would be caused by a heavily used roadway in this small valley are not addressed in the statement. Heavy traffic through this valley would subject park users and, at times, even surrounding residents to high exposures of pollutants, especially in November, December, and January. No such topographically induced high exposures are to be anticipated along Walnut Boulevard or its proposed extensions.

E. Wendell Hewson
Certified Consulting Meteorologist

July 12, 1979

2815 N.W. Arthur Ave.,
Corvallis, Oregon 97330
June 8, 1979

Subject: Proposed extension of Circle Blvd.

Because of being involved in out-of-town activities that prevented my testifying in person at the public hearings of 31 May and 4 June, I must participate in the debate by written testimony.

I feel very strongly that in the interest of good planning, and in retaining the good faith of residents who bought their homes many years ago expecting that traffic would be carried to the Witham Hill area via the extension of Circle, that its extension be approved.

We moved to Corvallis in 1950, and purchased the lot for our home on Arthur Ave. in April 1957. Four of the factors that affected the decision were its accessability to Cloverland Park, the planned construction of Jefferson School, its being within easy bicycling distance of the University, and the understanding from studying City maps that as the city grew, Circle Boulevard would be completed by Eastern and Western extensions, to carry traffic around our neighborhood. Originally, homes on Circle were not allowed to have driveways entering that street, and parking was banned. This requirement was broken in 1964 when a builder convinced the Council that his property rights were being denied. Rights for property he purchased after, not before, the plans were made. Safety islands were constructed in Circle making crossing a busy street relatively easy for pedestrians. These were removed against the strong objections of the PTA of Jefferson School and Mr. Don Carter who was Principal at that time. Because Circle, through the effect of these decisions, had become less than the by-pass originally planned, and because plans were being made to use Walnut for that purpose, when Circle was paved from Dogwood to its end at Lantana, it was narrowed.

Unfortunately, when the Corl Property was purchased for park space, we were temporarily out of the country, so I was not able to testify. If I had been here, I would have argued for extending the Park to the North, but not purchasing the land to the South of the proposed extension of Circle Blvd. As it is, if Circle is not extended, the parkland will very effectively serve as a huge cork forcing the residents of the Witham Hill area to continue to overload 29th Street, Grant Street and the Lantana, Jameson and Woodland Park areas.

I too am a member of 1000 Friends of Oregon and I have served with citizens groups working for responsive government. In the interest of support for long range planning and the protection and enhancement of neighborhoods to the North and South of Circle, I support the immediate extension of Circle to Witham Hill Drive.

Dorothy Jean Leach

Dorothy Jean Leach

copies to: Wyatt, Gervais, Potter, Richmond, Cropsey and Byers

1 N.W. Edgewood Dr.
Corvallis, OR 97330
May 30, 1979

Gary Potter, Mgr.
Environmental Section
Oregon State Highway Div.
Salem, OR 97310

Gordon Wyatt
Project Coordinator
Corvallis City Hall
Corvallis, OR 97330

Dear Sirs:

We are writing you to inform you of our emphatic support for the continuance of Circle Blvd. to Witham Hill Dr. and further southwest, as planned for years ago!!

We do not understand how a few can hold up plans for the majority. We live in a democracy where the majority is supposed to rule (not to mention the good of the public and the city as a whole).

We bought our hosse on the corner of Grant and Edgewood knowing that Circle Blvd. would go through (thus cutting down on some of the traffic past our house). The people who bought on the "dead end" of Circle Blvd. knew it would go through, eventually. They should not have bought, or they now, should move.

A side issue for us is that deer frequent our street and eat up our gardens. I have had to put up a deer fence at my expense because I cannot shoot the deer in town. When Circle goes through, it should help make more traffic to keep the deer out in the country.

We hope that progress will continue to be made in this community!

Sincerely,
Jay & Louise Bollman
Jay & Louise Bollman

May 29, 1979 JUN 1 1979

Mr. Gordon Wyatt
Project Coordinator
Corvallis City Hall
501 SW Madison
Corvallis, OR 97330

Subject: Circle Boulevard Extension

Dear Mr. Wyatt,

The Circle Boulevard extension is of considerable interest to me and since I'll be out of town Thursday afternoon and evening May 31, 1979 and therefore unable to attend the public hearing I've taken the liberty to express myself directly to you via this letter.

My family and I reside at 4129 NW Douglas Ave in the Sunview Addition and since moving there in late 1977 have been inconvenienced in our travels because the proposed Circle Blvd. extension was not as yet complete. We have had numerous "close calls" because we were forced to travel narrow, winding, residential streets with their accompanying excessive grades and poor visibility. Because of the inconvenience, hazard and the emotional stress of traveling the Lantana, Jameson, Woodland route we have long looked to the day of the completed Circle Blvd. extension.

I'm pleased to learn of the recommendation in the 1940's for the completion of Circle Blvd. City records clearly show the intent in acquiring Corl property for the specific purpose of extending Circle Blvd. Let's delay no longer, Complete Circle!

Continued forcing of excess traffic on residential streets increases hazards and promotes unsafe street conditions. For safety sake, Complete Circle!

Travel through the area can be much more effectively handled via the proposed extension. In these days of great concern for efficient use of energy we should most certainly Complete Circle!

Federal aid money is now available for aid in financing this project. It will not become cheaper later. We cannot afford to delay. Complete Circle!

Sincerely,

Ken C. Medearis

Ken C. Medearis

May 29, 1979

Mr. Gordon Wyatt
Project Coordinator
Corvallis City Hall
501 S. W. Madison
Corvallis, Oregon
97330

Dear Mr. Wyatt,

I'd like to share an experience with you we had three years ago while my parents were spending Christmas with us. My Mother is a diabetic and on Christmas Eve day she went into a diabetic coma. We thought she was asleep so it was quite a long time before we realized what condition she was in. There were several calls to make and finally the ambulance was on its way. When the ambulance crew decided they were unable to help her here they put her into the ambulance and started off to the hospital. The trip seemed to take forever. We live on the corner of Fernwood and Kline and in order to get over onto Circle we had to go down Witham to Grant and over to 29th before we reached Circle. Recently I counted the stops on that route from our home to the corner of 29th and Circle. There are four and each one requires a turn. When the Circle extension to Witham is completed there will only be one stop not to mention that it will be much shorter. Fortunately we got Mom to the hospital in time but it was a very serious situation and we could have saved precious minutes by a more direct route. There are a lot of people who live in this area and we are tired of wasting time and gas to get where we need to go. Let's get the job done.

Thank you.

Sincerely,

1290 N. W. Kline Place
Corvallis, Oregon
97330

c.c. Mr. Richard Gervais
Mr. Gary Potter
Mr. Robert Reiman

3989 SW Fairhaven Dr.
Corvallis, OR 97330
May 24, 1979

Mr. Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Potter:

Upon arriving in Corvallis in 1962, I was well aware of the impossible traffic flow throughout the city. I have been interested in improving this condition ever since. Alternative #5 being considered for construction is necessary as a start toward a solution.

In 1962 Circle Boulevard was under construction to be a four lane roadway from Highway 99W to Witham Hill Drive. What in improvement! There was a problem. Mr. Corl did not wish to sell his pasture land so the construction stopped at the edge of his property where Circle Boulevard ends today.

We bought our home one block south of Circle Boulevard on 27th Street and for 16 years I was constantly caught in the northwest traffic flow as the area continued to develop.

In 1974 the City of Corvallis acquired the deed to the Corl property with provision for an 80 foot right of way for the extension of Circle Boulevard. Construction has been delayed again and again. The designation of the Corl property as a park (Woodland Meadow) was made several years later and it has never been developed for any recreational use and remains full of weeds, blackberries, tansy and poision oak. I do not feel a roadway through Woodland Meadow area should be considered a violation of LCDC Goal 5. With a roadway and access perhaps the area could be useful for walking, biking and other activities.

I have answered consultants and newspaper questionairs, have followed the progress of the proposals and have observed at several public meetings of presentations for alleviating traffic problems and I feel the best solution of those presented is the proposed Alternative #5 which includes the extension of Circle Boulevard.

Sincerely,

Donna H. Allen

Donna H. Allen

CHARLES L. SCHROFF, M. D., P.C.
PHYSICIAN & SURGEON
2292 NW KINGS BLVD.
CORVALLIS, OREGON 97330
752-3421

May 25, 1979

Gordon Wyatt
Project Coordinator
Corvallis City Hall
501 S. W. Madison
Corvallis, OR 97330

Dear Mr. Wyatt:

I am writing to express my opinion relative to the May 31 public hearing on the Circle Boulevard Extension.

I have lived in Corvallis since 1959 and observed developments since that time. It appears apparent to me that a small minority in the community desire to block the efforts of expansion and development regardless of need or desirability. This group now opposes Circle Boulevard extension although they have no logical argument in defense of their position.

All the arguments pro and con are undoubtedly well known to you so I will not waste your time by this letter. I feel this street extension is a logical part of the city's traffic program and will most certainly be a benefit to the entire community.

Please register me as expressing a strong yes vote for the extension of Circle Boulevard as proposed.

Yours truly,

Charles L. Schroff, M.D.

pw
cc Richard Gervais, Chairman Land Conservation and Development Commission
Gary Potter, Manager Environmental Section Oregon State Highway Division

2215 NW 29th St.
Corvallis, Or
May 25, 1979

Dear Mr. Potter,

I feel that NOW is the time to extend Circle and Walnut Blvds. to provide a more even flow of traffic and safety in Corvallis. Too long have we delayed these projects at the wishes of a vocal few, which has left the majority of us to suffer the consequences of burdensome traffic on our neighborhood streets.

Sincerely,

Nancy W. Pearcy

Nancy W. Pearcy

5/28/80

Mr. Gary Potter
Manager Environmental Section
Oregon State Highway Division
Salem, Ore.

Dear Sir:

I would like to add my support for the completion of Circle Blvd as it was originally planned. Circle Blvd. and Walnut streets are both needed to move traffic safely and swiftly around town.

Sincerely
J. V. Ferris

Environmental Sect
May 25, 1979

cc: E. S. Hunter
Cecil Head
C. O. Fredrickson

Dr. Carl B. Schreck
Jacquelyn Schreck
3060 NW Seneca Place
Corvallis, Oregon 97330

May 22, 1979

Mr. Richard Gervais
Chairman, L.C.D.C.
1175 Court Street, NE
Salem, Oregon 97310

Dear Mr. Gervais:

As residents of Corvallis for the past four years, we have been appalled by the "Walnut-Circle" controversy. This political football game has cost the taxpayers in excess of $100,000.00 the past few years alone. We urge your Commission to support the completion of both Circle and Walnut Boulevards as a means of routing traffic intelligently and equitably throughout northwest Corvallis.

A small special interest group has repeatedly stymied this traffic movement for their own selfish motives. It is ludicrous and a falsehood to argue that Circle Boulevard will jeopardize Woodland Meadow as a park. That land was purchased with the road right-of-way. Many of our parks are divided or lie adjacent to trafficed areas. Woodland Meadow has little accessibility for anyone excepting the special interest property holders adjacent to or near the park. Most unfair in this selfish outlook by the "Committee for Livable Neighborhoods" (whose most vocal members belong to 1000 Friends and live on the end of Circle) is their willingness to clog feeder streets such as 29th, Elmwood, Dogwood, Jameson and Witham Hill. These neighborhoods were not constructed or platted to carry Circle Boulevard's traffic.

Do not allow more City time and money to be wasted by a few powerful Circle Boulevard residents. Exercise fairness and foresightedness by supporting the completion of both Circle and Walnut Boulevards.

Sincerely,

Carl B. Schreck

cc:
G. Wyatt, Corvallis City Hall, project coordinator
✓ G. Potter, Or. St. Highway Div.

Mr. and Mrs. Kenneth H. McGregor
1285 N.W. Kline Place
Corvallis, Oregon 97330
753-7973

May 25th, 1979

City of Corvallis
Re: Public Corridor Design Hearing May 31
Atten: Mr. Gordon Wyatt

As a former councilman and Mayor of Corvallis, I have supported the completion of Circle Drive from its beginning plan in the early 1960's. It is a part of the long term plans for Corvallis. A look at the city map confirms its necessity to serve our traffic needs.

There is real logical reason for its completion as contained in the Facts Sheet compiled by the Community Club in their May 1979 statement. I agree wholeheartedly with these facts. I would urge members conducting the hearing, and the State and Federal government, and particularly the City Council to finish this project. We greatly need completion of Circle from Lantana to Witham, and from 9th Street to Seavy.

Respectfully,

Kenneth H. McGregor

Kenneth H. McGregor

Copy: Mr. Gary Potter
Manager
Environment Sect
c/o State Hwy Comm
Salem Or 97310

Mr. Gary Potter
Manager
Enviromental Section
Oregon State Highway Division
Salem, Oregon.

Dear Mr. Potter,

The following letter is a copy of the letter to the Editor of the Gazette Times in support of the Circle/Walnut network.

To the Editor:

Another bicycle accident has occurred at the corner of Grant and Witham Hill Drive. Grant, 36th St., and many quiet residential streets near us have been forced to become collector streets because Circle Blvd. is not completed through Woodland Meadow Park. And if 1,000 Friends of Oregon have their way, it never will be completed. In the cities plans for Circle extension is a class 1 bike path which would help a great deal to ensure an easier and safer access by young people to schools, parks, playgrounds, and the new swimming pool. Building is booming in this area but traffic planning is definitely not keeping pace. Meanwhile our streets are becoming more and more unsafe and congested.

If you join me in this concern, please support the Circle/Walnut network by attending the public hearing, May 31st, at 7:30 at Highland View Middle School. Oral or written statements will be accepted.

Meg Cramer
1350 NW Spring
Corvallis, Ore.

Meg Cramer

May 18, 1979

Mr. Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Potter:

I urge that the Circle Boulevard/Walnut Boulevard extensions be implemented in the near future.

If the implementation does not take place, many residential streets will become throughways, and most residents of Northwest Corvallis will pay the price of:

15-25% incresed mileage to go to work or shopping

20% increased time to drive from home to work or other destinations

More start and stop traffic

Unneccessary waste of expensive energy (gasoline)

Traffic Congestion due to a volume of traffic greatly exceeding the handling capacity of the existing road network.

Serious delays for the fire or police department in answering emergencies. Walt Pflughaupt, Fire Chief, has testified at public hearings that a Western extension of Circle Boulevard would greatly enhance fire truck access to the Witham Hill Drive area. In fact, direct routing of this high-risk area was a consideration in determining the Circle Boulevard location for the recently constructed fire station.

Increased traffic on most Northwest residential streets.

Increased hazards for children crossing some streets on way to schools.

Continued lack of public access to the recreational value of Woodland Meadow.

Unsafe street conditions.

Eventually, we will have to face the reality of improving our roads to handle the traffic in our City. Costs will be considerable higher if we further delay these improvements. Federal funds may not be available at a later date.

Yours sincerely,

Sharon Langeberg
365 N. W. Harrison
Corvallis, OR 97330

SL:jm

ROBERT D. CORL, JR.
R. TIM WILLIS

CORL & WILLIS
ATTORNEYS AT LAW
55 S.W. MADISON AVE.
P. O. BOX 565
CORVALLIS, OREGON 97330
PHONE (503) 757-8151

May 29, 1979

Mr. Gordon Wyatt
Hearings Officer
Circle Blvd. Extension
Project Coordinator
Corvallis City Hall
501 S.W. Madison
Corvallis, OR 97330

Dear Mr. Wyatt:

I am writing this letter in lieu of making a statement before the Public Hearing on May 31, 1979. Health and age limit my ability to be present at such meetings.

In the present discussion of the extension of Circle Blvd. through our former horse pasture, now labelled Woodland Meadow Park perhaps a few comments might be in order.

When we moved onto the place in 1944 we could see none of the city; there were two or three buildings along the old Kings Road that more or less followed Dixon Creek and crossed in the north of the place; a few lights showed up at night along Highland Way, Ninth Street and on over to the Children's Farm Home. Lots of lovely wide open spaces, but look at it now. Lined up along the east border from the Griffiths on Circle to the Jeppsens directly east of the house; on the south from the McVicars at the top of the hill, screening us from the city, down the hill to the Bergs in the draw where Circle is planned and on on up to Witham Hill Drive, to a new group of homes and the ASH State apartment group at Witham; on around to the west with a hill covered with houses. To the north not much to see but the old barn and some trees.

When the development of the Wookcock property to our east was being planned we were approached by Vic Goodnight, City Engineer, Planner, Head of Public Works, and most anything else the city did. He envisioned a major artery to extend from the Albany Highway around through our place and on to the south. We agreed with the idea and indicated that we would not stand in the way of the eventual extension through the place. I have always felt it to be a vital part of the orderly development of this section of the city. When conditions of age and health made continuing in our horse activities impractical we decided to sell the property and the city decided to purchase for a park. We always understood tnat the construction of the street was part of the purpose of the purchase. Shortly after the deal was agreed upon and before the city had completed payment, at the cities request, we gave them a separate deed to a right of way from the end of development at Lantana up to Witham Hill Drive. There has been too much time lost in getting the job done; the need for the artery grows greater with each day; it is high time the city gets busy and completes the job.

There are some problems in the way of immediate action; finances and the problem of a park bisected by a busy thoroughfare. The city has been looking to the federal government for finances. We complain of high taxes and excessive spending and at the same time ask for more.

Here is a suggestion that would provide the finances and at the same time eliminate the divided park. Sell that portion of the tract that is southeast of the right of way, some eight acres, for development. The developer would, of course, be assessed his share of the cost of the project and the purchase price would furnish the city with funds. I pay the taxes on the two acres to which I have occupancy rights and recently received notice from the assessor that the valuation had been raised. The land value is now more than four times what it was five years ago when we sold the property. Should the city receive a price approaching this it would amount to a tidy sum; perhaps pay for the paving and leave some for park development. There would remain an attractive tract of over 20 acres.

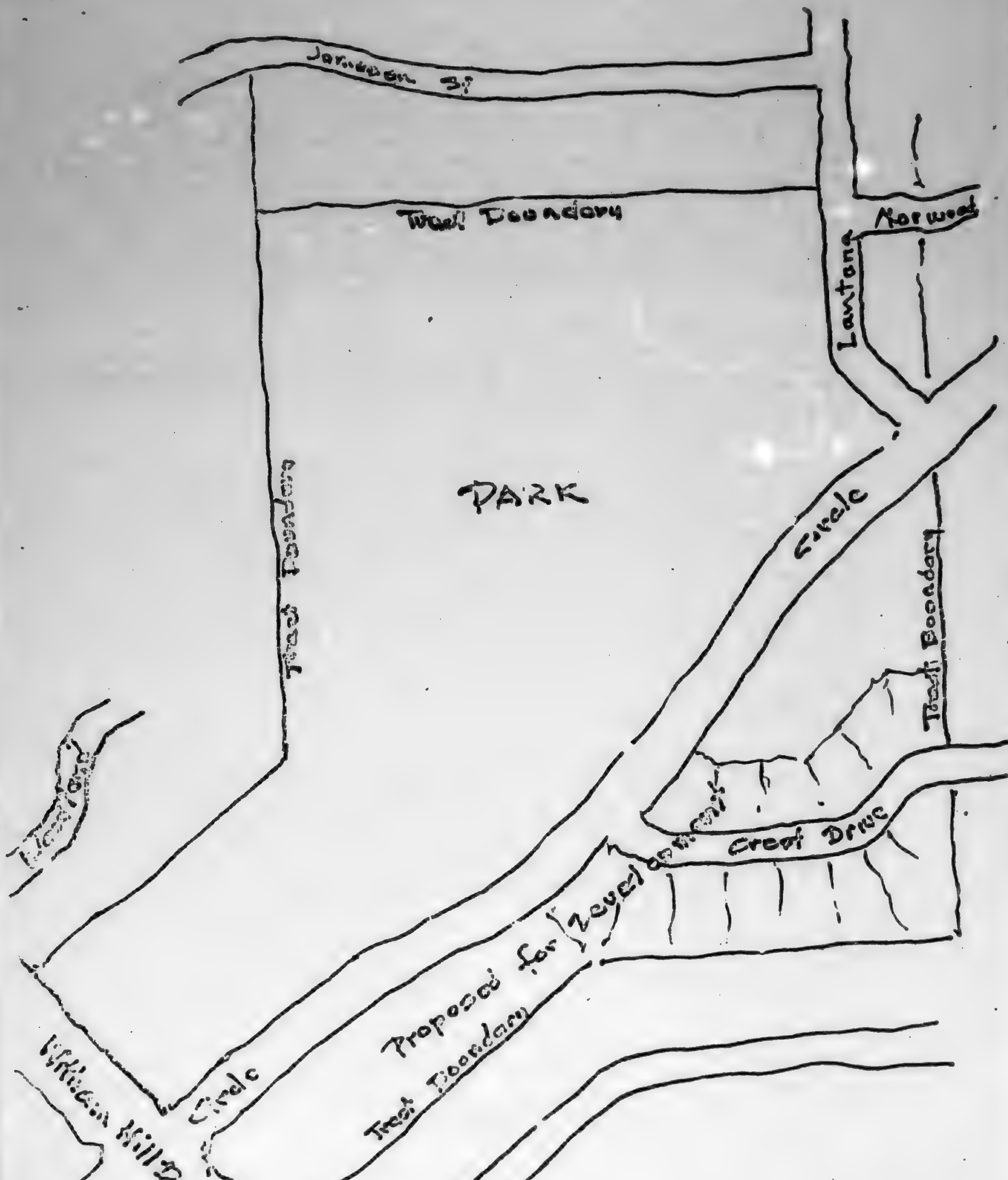
With the much larger Walnut Park within a mile and the IV Hill slightly further this part of town is well provided with open spaces. There is nothing in the deed we gave the city that would stand in the way of this action; I personally think it would be a feasible and sensible way to a needed goal. At eighty-five I do not plan on being around a great deal longer and would like to see the city get the job done.

Very truly yours,

L.D. Corl

LDC:kaa

cc: The Editor
Mr. Richard Gervais, Chairman
Mr. Gary Potter, Manager


Jamieson St
Tract Boundary
Lantana
Norwood
PARK
Circle
Tract Boundary
Tract Boundary
Crest Drive
Proposed for
Circle
Tract Boundary
Tract Boundary
Hill Drive

CORRESPONDENCE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

March 10, 1977

A. Gordon Wyatt
Principal Engineer
Corvallis City Hall
501 SW Madison Ave.
Corvallis, OR 97330

Dear Mr. Wyatt:

In regard to the Walnut Boulevard and Circle Boulevard project in Corvallis, the Historic Preservation Office has no record of historic properties in the project area. Neither the National Register of Historic Places nor the Statewide Inventory of Historic Sites and Buildings shows any listing in the area. A field survey and interviews with local citizens also indicated no historic resources involved in the project.

We therefore feel that the area of the project contains no properties of historic significance and there would be no impact on historic resources. I understand an archeological survey will be scheduled and completed prior to construction. This letter comments only on historic properties.

Sincerely,

Paul B Hartwig
Paul B. Hartwig
Historic Preservation Coordinator

PBH/EL:ko

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

June 10, 1980

In Reply Refer to
File No.:

Mr. Pieter Dykman, Resource Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

ATTN: Maxine Banks

Dear Mr. Dykman::

RE: Lantana-Withan Hill
Benton

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
SHPO, Designee

DWP/LG:pp

Form 734-3122

UNITED STATES
DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE
NORTHWEST REGION
915 SECOND AVENUE, RM. 990
SEATTLE, WASHINGTON 98174

(206) 442-4706

102-01a (2)
FPC 6-2
NW100

AUG 8 1980

Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.W.
Salem, Oregon 97301

Dear Mr. Green:

This letter is to document consultation between Federal Highway Administration (FHWA) personnel and members of my staff regarding the Section 4(f) Statement for N.W. Circle Boulevard (N.W. Lantana Drive to N.W. Witham Hill Drive) Corvallis, Oregon. We have reviewed the preliminary draft of the statement sent to us on July 30, 1980. The following comments are provided as technical assistance and reflect the opinions of this Regional Office and do not necessarily represent the views of the Secretary of the Interior. Official Departmental comments will be provided when requested by the Secretary of Transportation.

The subject document appears to adequately cover both provisos of Section 4(f), namely that there is a finding of "no prudent and feasible alternative" to use of the 4(f) lands in question, and that the project "includes all possible planning to minimize harm to such park..." We agree the non-selected alternatives, while technically feasible, are not prudent due to their greater capacity for ecological and social disruption. We also believe the proposed mitigation, noise berms plus the bicycle path element of the project, sufficiently answers the mitigation proviso of Section 4(f). The project's planners have shown a great deal of sensitivity for both the spirit and letter of the Section 4(f) law and are to be commended.

We appreciate the opportunity to have reviewed this document in the preliminary stages and hope our comments have been of assistance. We suggest you include this letter in the final Section 4(f) Statement as evidence of your early coordination on this matter.

Sincerely yours,

Maurice H. Lundy

Maurice H. Lundy
Regional Director

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
POST OFFICE BOX 1083
CORVALLIS, OREGON 97330

PARK AND RECREATION DEPARTMENT

(503) 757-6918

October 27, 1980

Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
412 Transportation Building
Salem, Oregon 97310

RE: NW Circle Boulevard - Woodland Meadow - Natural Park

Dear Gary:

I have reviewed the draft materials for the final Environmental Impact Statement (including the Section 4 (f) Statement), and it appears that the proposal has given consideration properly mitigating the adverse impacts that the proposed street will have on the park.

In addition, the City has selected a consultant for proposing the final designs, when design approval is given. In our judgement, the proposals included in the final EIS and 4(f) Statement provide for reasonable opportunity to protect the park environment and, therefore, we support the conclusion outlined in the draft Section 4 (f) Statement.

Sincerely,

Rene D. Moye
Parks and Recreation Director

RDM/bw

cc: Gordon Wyatt, Engineering Dept.

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 S.W. 5th AVENUE, P.O. BOX 1760, PORTLAND, OREGON 97207 PHONE (503) 229-5388

October 31, 1980

Mr. Gary Potter
Manager
Environmental Section
Oregon Dept. of Transportation
412 Tansportation Building
Salem, OR 97310

Re: Circle Boulevard
NW Lantana Dr.- NW Witham Hill Dr.
Determination of Consistency

Dear Mr. Potter:

The Department concurs with the finding that the above referenced project would be consistent with Air Quality standards.

Sincerely,

Howard W. Harris

Howard W. Harris
Coordinator
Transportation Control Program
Air Quality Division

HWH:i

CORVALLIS CITY COUNCIL ACTION

CITY OF CORVALLIS

COUNCIL ACTION MINUTES

March 3, 1980

The regular meeting of the City Council of the City of Corvallis, Oregon was called to order at 12:11 p.m. on Monday, March 3, 1980 in the Council Chambers of the City Hall, 501 S.W. Madison Avenue, Corvallis, Oregon, with Mayor Alan Berg presiding.

I. ROLL CALL

PRESENT: Mayor Berg, Councilmembers Davis, Tucker, Cropsey, Nored, McNeese, Ratzlaff, Reiman, and Byers

ABSENT: Councilmember Coberly

II. READING OF MINUTES

It was moved, seconded, and unanimously carried to approve as received the minutes of the City Council worksession on January 28, and the City Council meeting of February 19.

III. UNFINISHED BUSINESS

Memorandums from City Attorney Fewel and the Public Works Department regarding the extension of Circle Boulevard from Lantana to Witham Hill Drive were noted. It was moved, seconded, and unanimously carried to adopt the three recommendations as stated in the February 27 Public Works memorandum to the Mayor and Council. These recommendations are:

1. An engineering consultant with sensitivity toward environmental concerns is to be retained to complete the necessary plans, specifications, and estimates necessary to advance the project to construction.

2. The project is to incorporate landscaping, berming, screening, or other appropriate measures to mitigate impacts upon abutting park lands.

3. That the final EIS and 4f requirements be completed by the State.

IV. MAYOR, COUNCIL, AND STAFF REPORTS

A. MAYOR'S REPORT: Mayor Berg requested an executive session pursuant to ORS 192.660(1)(e) to discuss real property acquisi-

City of Corvallis

OFFICE OF THE CITY ATTORNEY

Scott A. Fewel, City Attorney
456 S.W. Washington Street
Corvallis, Oregon 97330
Phone (503) 752-5155

Rick Rodeman, Deputy City Attorney
501 S.W. Madison Avenue
Corvallis, Oregon 97330
Phone (503) 757-6906

MEMORANDUM

February 26, 1980

TO: Mayor and Council

FROM: City Attorney Fewel

SUBJECT: Circle Boulevard Initiative

The purpose of this memorandum is to explain the course of action required of the City as a result of the February 19, 1980 initiative election. The actual language contained in the measure, not the ballot title, is as follows:

> "BE IT RESOLVED, that the City Council is directed to authorize and prepare the final environmental impact statement and final design and proceed with construction of the proposed FAU Project 2110 M/2110/(1) commonly referred to as the Northwest Circle extension from Lantana to Witham Hill Drive as per the original alignment extending from Lantana to Witham Hill and intersecting with Witham Hill Drive southeasterly approximately 500 feet from Woodland Drive and approximately 380 feet from the N. W. Hayes Avenue intersection as particularly described in a deed conveyed on the 13th day of January 1975 from Leland D. Corl and Mabel L. Corl and accepted by the City of Corvallis, February 3, 1975 and recorded in Benton County, microfilm records M-53596."

The Oregon Department of Transportation procedure requires the City to authorize the advancement of FAU projects. By forwarding this resolution to the ODOT we would be accomplishing that. The adoption of the resolution by the voters of the City requires us to forward this legislation to ODOT after the vote has been canvassed and reported to the Council. Therefore, no additional action is required of the Council. The staff will be forwarding that legislation to the ODOT. In addition, we will be informing them that the previous resolution with attached instructions has been superseded by the initiative legislation and would ask them to proceed with the advancement of the project as outlined in the initiative legislation.

It should be brought to your attention that the original transmittal to ODOT contained two conditions which were not mentioned in the initiated legislation. They related to incorporation of mitigating measures and selection of a consultant to prepare the additional work necessary to further the project. It is my opinion that the conditions are not a part of the legislation passed by the voters because the initiative measure did not refer to them. It is my understanding from discussions with City staff that these measures are considered important and should be adopted by the Council. A simple motion to adopt them as stated in the public works report included in this Council packet would accomplish that fact.

If you have any questions concerning the impact of the election or the conditions recommended by City staff, please do not hesitate to contact Rick Rodeman as he is fully informed on the issue and will advise you. Thank you.

SAF:bdb

SAMPLE BALLOT

for Special Election, Benton County, Oregon

CITY OF CORVALLIS

February 19, 1980

1 OFFICIAL BALLOT SPECIAL ELECTION, PRECINCTS 0094-0128
CITY OF CORVALLIS, BENTON COUNTY, FEBRUARY 19, 1980

BALLOT CARD
NUMBER:

PROPOSED BY INITIATIVE PETITION

51 AN ACT RELATING TO THE EXTENSION OF CIRCLE BOULEVARD

THE LEGAL QUESTION TO BE VOTED ON IS:
Shall the City be required to extend Northwest Circle Boulevard between Lantana and Witham Hill within existing right-of-way?

EXPLANATION:
The measure directs the City to prepare the final design and environmental impact statement and to proceed with construction of the Federal Aid Urban Project commonly known as the extension of Northwest Circle from Lantana to Witham Hill Drive. This measure would require the location of Northwest Circle Boulevard to be within existing right-of-way and to intersect Witham Hill Drive approximately 500 feet southeasterly from Woodland Drive and approximately 380 feet from Northwest Hayes.

YES 11 ⇨

NO 12 ⇨

ELECTION RESULTS

ELECTION
SPECIAL ELECTION
BENTON COUNTY, OREGON
FEBRUARY 19, 1980

REPORT TYPE [✓ CUMULATIVE] ☐ PRECINCT

VOTING POSITION	VOTING POSITION	VOTES-BALLOTS CAST	PERCENTAGE	TO BE ELECTED
PRECINCTS COUNTED	20			
BALLOTS CAST/PERCENTAGE		5937	28 .9	
REGISTRATION		20530		
51 INITIATIVE PET. CIRCLE BLVD. CORVALLIS				1
YES 11	11	4375	74 .8	
NO 12	12	1421	24 .2	
UNDERVOTES		48	.8	
OVERVOTES		4	.0	
1 CITY OF MONROE BOND $125,000				1
YES 14	14	72	80 .8	
NO 15	15	16	17 .9	
UNDERVOTES		1	1 .1	
OVERVOTES		0	.0	

I certify that the votes recorded on this abstract correctly summarize the tally of votes cast at the election indicated.

Signature of County Clerk

Date of Abstract:
Febriaru 19, 1980

SALES AGREEMENTS AND LAND DEEDS

THIS AGREEMENT, Made and entered into this 24 day of April, 1974, by and between LELAND D. CORL and MABEL L. CORL, husband and wife, parties of the first part, hereinafter called "Sellers," and CITY OF CORVALLIS, a Municipal corporation, party of the second part, hereinafter called "Purchaser,"

WITNESSETH:

That for and in consideration of the mutual tersm, covenants and agreements herein contained, it is understood and agreed as follows:

I.

Sellers agree to sell and Purchaser agrees to buy the real property described in Exhibit A attached hereto, which Exhibit by this reference thereto is fully made a part hereof, at and for the agreed purchase price and sum of One Hundred Fifty Thousand and no/100 Dollars ($150,000.00).

II.

The Purchaser covenants and agrees that it will pay said sum of One Hundred Fifty Thousand and no/100 Dollars ($150,000.00) in the following manner, to-wit:

Twenty-six Thousand and no/100 Dollars ($26,000.00) prior to July 1, 1974;

Forty-one Thousand and no/100 Dollars ($41,000.00) after July 1, 1974, but prior to December 31, 1974;

Forty-one Thousand and no/100 Dollars ($41,000.00) after July 1, 1975, but prior to December 31, 1975;

Forty-two Thousand and no/100 Dollars ($42,000.00) after July 1, 1976, but prior to December 31, 1976.

The principal balance shall not bear interest, but delinquent installments shall bear interest at the rate of eight per cent (8%) per annum from the date the same became delinquent to the date that the said installment is paid.

All payments to be made hereunder are to be paid to the Sellers at Corvallis, Oregon.

III.

DELIVERY OF DEED: Sellers covenant and agree that they will, contemporaneously with the payment in full of all amounts owing hereunder, execute and deliver to the purchaser a good and sufficient warranty deed to said premises, duly acknowledged, in which the Purchaser shall be the grantee, warranting said premises to be free and clear of all liens and encumbrances, except such liens and encumbrances as may be placed or suffered to be placed against said premises by, through or under the Purchaser.

It is understood that the Sellers have reserved the right to occupy the two-acre Corl homesite area as shown on Exhibit B, which two-acre homesite area is described as follows:

> Beginning at the most Southerly corner of Lot 1, Block 1, Woodland Park Addition; thence North 53°25'45" East 536.74 feet; thence North 0°22'45" West 345 feet; thence East 105 feet; thence South 10 feet; thence East 105 feet; thence South 175 feet; thence Southeasterly 30 feet; thence South 235 feet; thence Southwesterly 35 feet; thence West 155 feet; thence Northwesterly 30 feet; thence North 50 feet; thence Northwesterly 30 feet; thence South 53°25'45" West 520.00 feet.

It is understood that the deed conveying said premises shall contain a reservation, reserving unto the Sellers the exclusive right, personally, to occupy the two-acre Corl homesite area for the term of the life of the Sellers, and the life of the survivor of them. It is understood that during said occupancy by the Sellers, the Sellers shall pay the ad valorem real property taxes levied against said homesite area and the improvements located thereon, and that Purchaser shall not be responsible for any repairs or maintenance to the homesite area buildings. Neither shall the Sellers be required to repair of maintain the same.

Sellers may surrender possession of the homesite area at any time, and thereafter Sellers shall have no further rights to occupy the premises, nor shall they have responsibility to pay taxes.

IV.

TITLE INSURANCE: Sellers covenant and agree that they will immediately place an order for and deliver to the Purchaser a Purchaser's policy of title insurance in the sum of One Hundred Fifty Thousand and no/100 Dollars ($150,000), executed by a title insurance company duly licensed to engage in the title insurance business in the State of Oregon, showing in said Sellers a marketable title to said real property described in Exhibit A. free and clear of all liens and encumbrances, except taxes subsequent to the 1973-74 taxes and except such liens and encumbrances as may be placed or suffered to be placed against said premises, by through or under the Purchaser.

V.

POSSESSION: Purchaser shall be entitled to possession of said premises from and after the date hereof, and thereafter until default, subject to the rights of the Sellers to occupy the Corl homesite area described in Exhibit B as hereinabove set forth in Paragraph III. Sellers agree to dedicate an 80-foot strip of land through the property running north and south to the public for street purposes upon the written request of the Purchasers. Said strip may be so dedicated at any time after the execution of this agreement; but, said strip shall not run through or encroach upon the homesite area of the Corls as described in Exhibit B. Said strip shall be used for a public street known as Circle Boulevard.

VI.

Purchaser covenants and agrees:

MAKE PAYMENTS: That they will make the payments as herein provided promptly as the same become due;

TAXES AND ASSESSMENTS: That they will pay all taxes and assessments, if any, which may hereafter be levied or assessed against said premises before the same become delinquent;

LIENS: That they will not place or suffer to be placed upon or against said premises any liens or encumbrances by, through or under them;

WASTE: That they will not suffer or permit any waste to be committed upon said premises;

CONSTRUCTION OF FENCE: That it will construct, at its own cost and expense, forthwith, a fence from the milk house Westerly along the property line to complete the fence as an enclosure.

VII.

It is understood and agreed between the parties hereto:

That time is of the essence of this agreement;

DEFAULT: That if Purchaser shall make default in any of the terms or conditions of it required to be performed or in the payment of any sum of it required to be paid, which default shall continue for a period of ten (10) days, time of payment and performance being of the essence hereof, Sellers shall, at their option, without notice or other declaration of default, have any one or a combination of the following rights:

A. To foreclose this contract by strict foreclosure in equity;

B. To declare the full unpaid balance of the purchase price, both principal and interest, immediately due and payable;

C. To specifically enforce the terms of this agreement by a suit in equity;

D. To declare this agreement null and void as of the date of the breach and to retain as liquidated damages the amount of the payments theretofore made upon said premises. Under this option all of the right, title and interest of the Purchaser shall revert and revest in Sellers without any act of re-entry or without any other act by Sellers to be performed, and Purchaser agrees to peaceably surrender the premises to Sellers, or in default hereof Purchaser may, at the option of Sellers, be treated as a tenant holding over unlawfully after the expiration of a lease and may be ousted and removed as such;

E. To pursue any other, different or additional remedy provided them at law or in equity.

MUTUAL ATTORNEY'S FEES: That in the event either of the parties hereto institutes suit or action to procure any remedy for any breach hereof, the party prevailing shall recover from the other such sums for attorney's fees in such suit or action, and on any appeal therefrom, as the Court shall adjudge reasonable.

Corl homesite buildings shall be paid by Sellers. If the barn or any other improvements outside the Corl homesite area are insured, the responsibility for insuring the same shall be borne by the Purchaser. Purchaser shall have no responsibility to insure any such buildings.

EXCESSIVE NOISE: Purchaser agrees that it will use reasonable effort to avoid the use of motorcycles or other noisey machines on the premises herein sold or allow activities in the barn buildings which would create unreasonably disturbing noises to the occupants of the Corl homesite, it being understood that the Sellers are elderly and should not be disturbed with excessive noises.

EXCLUSIVE USE OF ROADWAY: The parties agree that the roadway leading into the Corl homesite from Witham Hill Drive is included in the Corl homesite area and Sellers shall have the exclusive use of said roadway.

AFFIRMATION OF INSPECTION BY PURCHASERS: Purchaser affirms that it has caused the property herein purchased to be inspected by its employees and that it is accepting said property except the Corl homesite in the condition in which it is on this date with no exceptions. Purchaser agrees to accept possession of the Corl homesite in the condition in which it is at the time it is surrendered by Sellers to Purchaser or upon the death of the survivor of the Sellers. Sellers shall have no responsibility to keep the buildings on the homesite area or the roadway repaired or maintained.

VIII.

This agreement shall be binding upon the heirs, personal representatives, successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the Sellers have hereunto set their

RIGHT OF INSPECTION: That Sellers shall have the right to go upon said premises at all reasonable times to inspect the condition thereof;

WAIVER PROVISION: That a waiver by Sellers of a breach of any term, covenant or condition hereof shall not operate as a waiver of any subsequent breach of the same or any other term, covenant or condition hereof;

FIRE INSURANCE: While the Sellers are entitled to possession of the Corl homesite, Sellers shall keep and maintain insurance against loss by fire or other unavoidable casualty on the buildings on said homesite to the amount of not less than the full, fair and insurable value, in such company as Sellers may choose; the policy therefor shall contain a clause making loss, if any, payable to the Sellers and the Purchaser as their interests may appear. If a loss occurs while the Sellers are entitled to occupy said premises, the proceeds of the policy shall be used to restore the homesite buildings, provided that the damaged building is not 60% or more destroyed. If the damaged building is 60% or more damaged, the building shall not be restored except with the consent of both Sellers and Purchaser, and if the damaged building is not to be repaired, the insurance proceeds shall be applied against the next installment owing by Purchaser to Sellers under the terms of this agreement. The judgment of the insurance company issuing the policy as to the percent of damage shall be binding upon the Sellers and Purchaser.

PRO-RATE: Neither the fire insurance premiums covering the improvements on said premises nor the 1973-74 real property taxes shall be pro-rated. Taxes on the Corl homesite caused by the right of occupancy of the Sellers shall be segregated and paid by the Sellers. As hereinafter provided the Sellers shall be responsible for the fire insurance premiums, for insuring the hands and seals and the Purchaser has caused this instrument to be executed by authority of its City Council, the date first hereinabove written.

Leland D. Corl

Mabel L. Corl

SELLERS

CITY OF CORVALLIS, a Municipal corp.

By C. Dean Smith

PURCHASER

D E E D

KNOW ALL MEN BY THESE PRESENTS that LELAND D. CORL and MABEL L. CORL convey unto the public the following real property in the County of Benton and State of Oregon for street purposes;

> An 80-foot right-of-way, 40 feet on either side of an engineer's centerline which is described as follows and as shown on the attached exhibit:
>
> Beginning at a point North 00°15' West, 49.44 feet from a 5/8-inch iron rod located at the most southerly southwest corner of the Forest Heights Addition to the City of Corvallis, Section 27, Township 11 South, Range 5 West, Willamette Meridian, Benton County, Oregon as recorded in Book 8, page 7, Benton County Records, said point being on the centerline of the right-of-way of Circle Blvd. as it extends easterly from this point; thence, South 53°45' West 29.06 feet; thence, along the arc of a 941.09-foot radius curve to the left (the long chord of which bears South 43°45' West 326.84 feet) 328.50 feet; thence, South 33°45' West 164.22 feet; thence along the arc of a 954.93-foot radius curve right (6° curve) (the long chord of which bears South 48°56'30" West, 500.48 feet) 506.39 feet; thence South 64°08' West 234.39 feet; thence along the arc of a 954.93-foot radius curve left (6° curve) (the long chord of which bears South 54°08' West 331.64 feet) 333.33 feet; thence, South 44°08' West 111.62 feet to a point on the centerline of Witham Hill Drive (Benton County Route No. 1) said point also being the intersection of the centerline of Circle Drive westerly of Witham Hill Drive as previously dedicated and recorded in Book 187, page 207, Benton County Records and Witham Hill Drive.

Consideration for this deed consists of that consideration stated in the contract dated April 24, 1974 between the parties hereto.

DATED this 13 day of January, 1975.

Leland D. Corl
LELAND D. CORL

Mabel L. Corl
MABEL L. CORL

STATE OF OREGON)
) ss.
County of Benton)

Personally appeared the above-named LELAND D. CORL and MABEL L. CORL and acknowledged the foregoing instrument to be their voluntary act and deed. Before me:

NOTARY PUBLIC FOR OREGON

My commission expires: March 6, 1976

CDS.
3rd day Feb.
Accepted by the City of Corvallis this ~~31st day of January~~ 1975.

C. Dean Smith
City Manager

WARRANTY DEED

KNOW ALL MEN BY THESE PRESENTS, That LELAND D. CORL and MABEL L. CORL, his wife, do convey and warrant to the CITY OF CORVALLIS, a municipal corporation, all that real property situated in Benton County, State of Oregon, described as:

> Commencing at the Southeast corner of the John D. Mulkey Donation Land Claim No. 54 in Township 11 South, Range 5 West, Willamette Meridian; thence South 88°20' West 625.7 feet; thence South 88°02' West 471.5 feet to the true point of beginning (this point also being the Southwest corner of Lot 31 of the First Addition to Cloverland Village); thence South 88°13'20" West 610 feet more or less; thence South 48°16' West 648.35 feet to the Northerly right-of-way line of N. W. Witham Hill Drive (a 60-foot right-of-way), said point also being the Southwest corner of Sylvan Acres Addition; thence 590 feet more or less Northwest along the Northerly right-of-way line of N. W. Witham Hill Drive to the Southeast corner of Lot 1, Block 1, Woodland Park Addition; thence North 53°25'45" East 536.74 feet; thence North 0°22'45" West 857.32 feet; thence South 88°14' East 932.53 feet; thence South 0°15' East 168.58 feet; thence South 36°15' East 272.03 feet; thence South 0°24' East 732.33 feet to the true point of beginning, also include all of the abutting street right-of-way; all being in Sections 27 and 28, Township 11 South, Range 5 West, Willamette Meridian, Benton County, Oregon containing 32.44 acres. RESERVING unto the Grantors the exclusive right, personally, to occupy the 2-acre Corl homesite area, hereinafter particularly described, for the term of the life of the Grantors, and the life of the survivor of them. During said reserve term, Grantors shall pay the ad valorem real property taxes levied against said homesite area and the improvements located thereon; Grantee shall not be responsible for any repairs or maintenance to the homesite area buildings; Sellers shall not be required to repair or maintain the homesite area buildings. Grantors may surrender possession of the homesite area at any time, and thereafter Grantors shall have no further rights to occupy the homesite area premises nor shall Grantors have responsibility to pay taxes past the then current tax year. The 2-acre Corl homesite area is described as follows:
>
> Beginning at the most Southerly corner of Lot 1, Block 1, Woodland Park Addition; thence North 53°25'45" East 536.74 feet; thence North 0°22'45" West 345 feet; thence East 105 feet; thence South 10 feet; thence East 105 feet; thence South 175 feet; thence Southeasterly 30 feet; thence South 235 feet; thence Southwesterly 35 feet; thence West 155 feet; thence Northwesterly 30 feet; thence North 50 feet; thence Northwesterly 30 feet; thence South 53°25'45" West 520.00 feet.
>
> SUBJECT TO: Easement, including the terms and provisions thereof, for right of way from Edwin Bullis et ux, to Benton Lincoln Electric Cooperative, Inc., a corporation, dated February 6, 1940, recorded May 2, 1962 as Instrument No. 45759, Deed Records.

ALSO SUBJECT TO: Easement, including the terms and provisions thereof, for right of way from L. D. Corl et ux, to the City of Corvallis, recorded February 7, 1967 as Instrument No. 79241, M-1527, Microfilm Records.

ALSO SUBJECT TO: Easement, including the terms and provisions thereof, for right of way from L. D. Corl et ux, to the City of Corvallis, a Municipal Corporation, recorded April 25, 1969 as Instrument No. 95636, M-13076, Microfilm Records

ALSO SUBJECT TO: The rights of the public in and to an 80-foot right of way granted to the public by Grantors by Instrument dated January 13, 1975, and recorded as Microfilm No. 53596, Benton County, Oregon Records.

and do covenant that Grantors are the owners of the above described property free of all encumbrances except as above stated, and will warrant and defend the same against all persons who may lawfully claim the same, except as shown above.

The true and actual consideration paid for this transfer is $150,000.00.

MABEL L. CORL

By Leland D Corl
Leland D. Corl, Attorney in Fact

Leland D Corl
LELAND D. CORL

STATE OF OREGON)
)ss.
County of Benton)

Personally appeared before me the above named and identified LELAND D. CORL, and acknowledged the foregoing instrument to be his voluntary act and deed.

July 23, 1976

Notary Public for Oregon
My Commission expires: 3/2/80

STATE OF OREGON)
)ss.

Accepted on behalf of the City of Corvallis by authority of its City Council as approved August 2, 1976 at the City Council meeting.

CITY OF CORVALLIS

By C. Dean Smith
City Manager

On this 2 day of August, 1976, before me personally appeared C. DEAN SMITH, City Manager for the City of Corvallis known to me to be the same person whose name is subscribed to this instrument and acknowledge that this instrument was executed voluntarily.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires: [illegible]

NOTARY PUBLIC FOR OREGON

SECTION 4(F) STATEMENT

N.W. Circle Boulevard
(N.W. Lantana Drive to N.W. Witham Hill Drive)
Corvallis, Oregon
Section 4(f) Statement

BASIS FOR THE 4(f) STATEMENT

The proposed extension of N.W. Circle Boulevard between N.W. Witham Hill Drive and N.W. Lantana Drive passes through Woodland Meadow-Natural Park, an undeveloped open space owned and managed by the City of Corvallis. There are three major elements in the proposed project. They include the street extension itself, the noise berms to attenuate the noise levels in the park, and a bicycle path. The street extension will occur within the City-owned right-of-way and will not encroach into the park property. The right-of-way divides the park into two parcels--approximately 20 acres and 10 acres in size, respectively. However, the noise berm and the bicycle path will be constructed on about two acres of the park property. Neither the berm or bicycle path will be harmful to the purpose of the park, and in fact, the bicycle path will enhance the recreational opportunities of the park.

Noise levels entering the park from vehicles using the facility will be significantly higher than those existing today. The level of increase is approximately 19 dBA. This is viewed as an adverse impact in an area that now has comparatively quiet conditions. Earth berms are proposed to reduce vehicular noise entering the park. These berms will require the use of approximately 1.7 acres of park land.

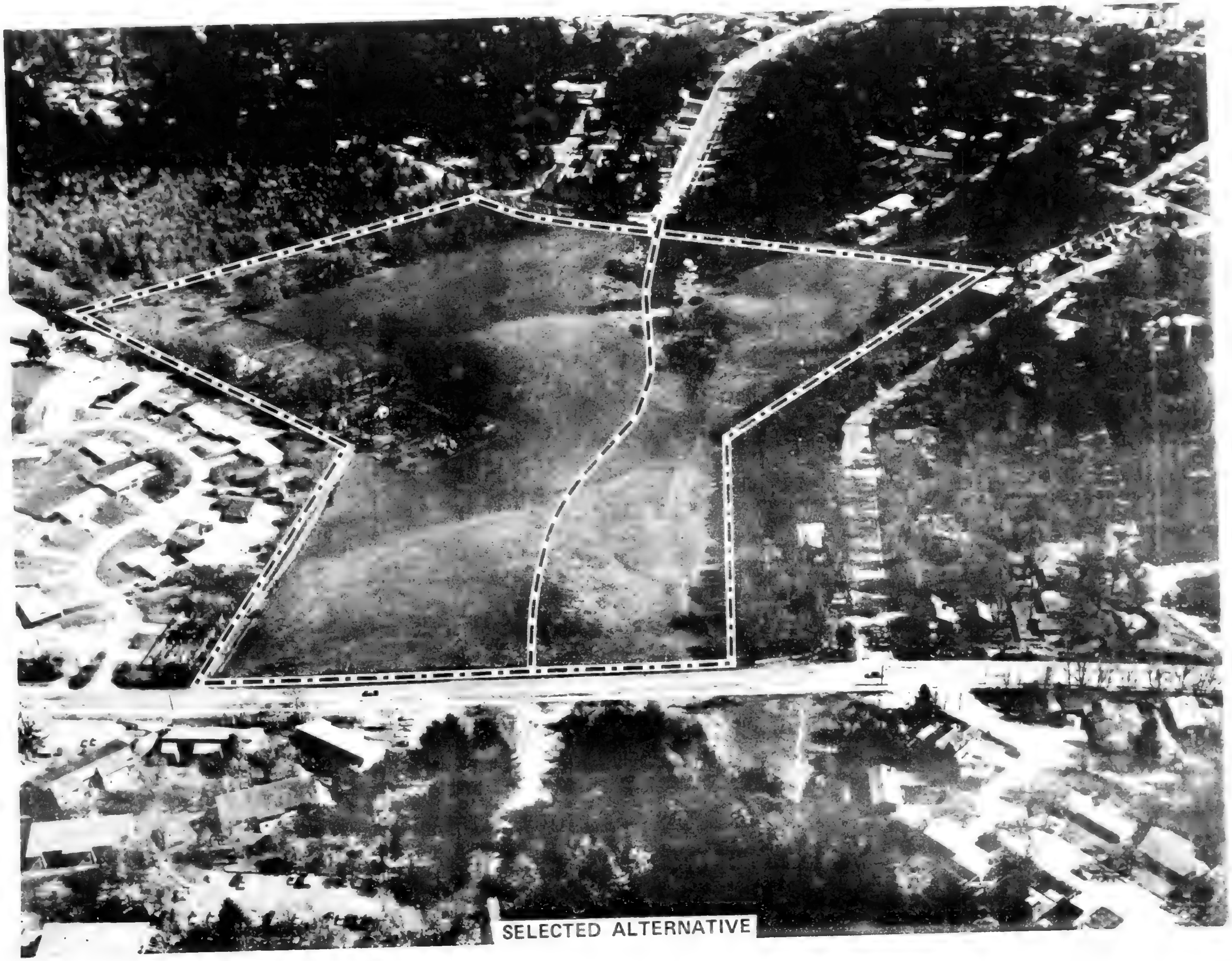
A bicycle path is also proposed in project plans. The proposed path may pass through approximately 1,000 lineal feet of park property and require 0.3 acres.

This statement evaluates the basis for a determination that there are no prudent and feasible alternatives to the proposal and that the project includes all possible planning to minimize harm.

DESCRIPTION AND NEED OF PROPOSED PROJECT

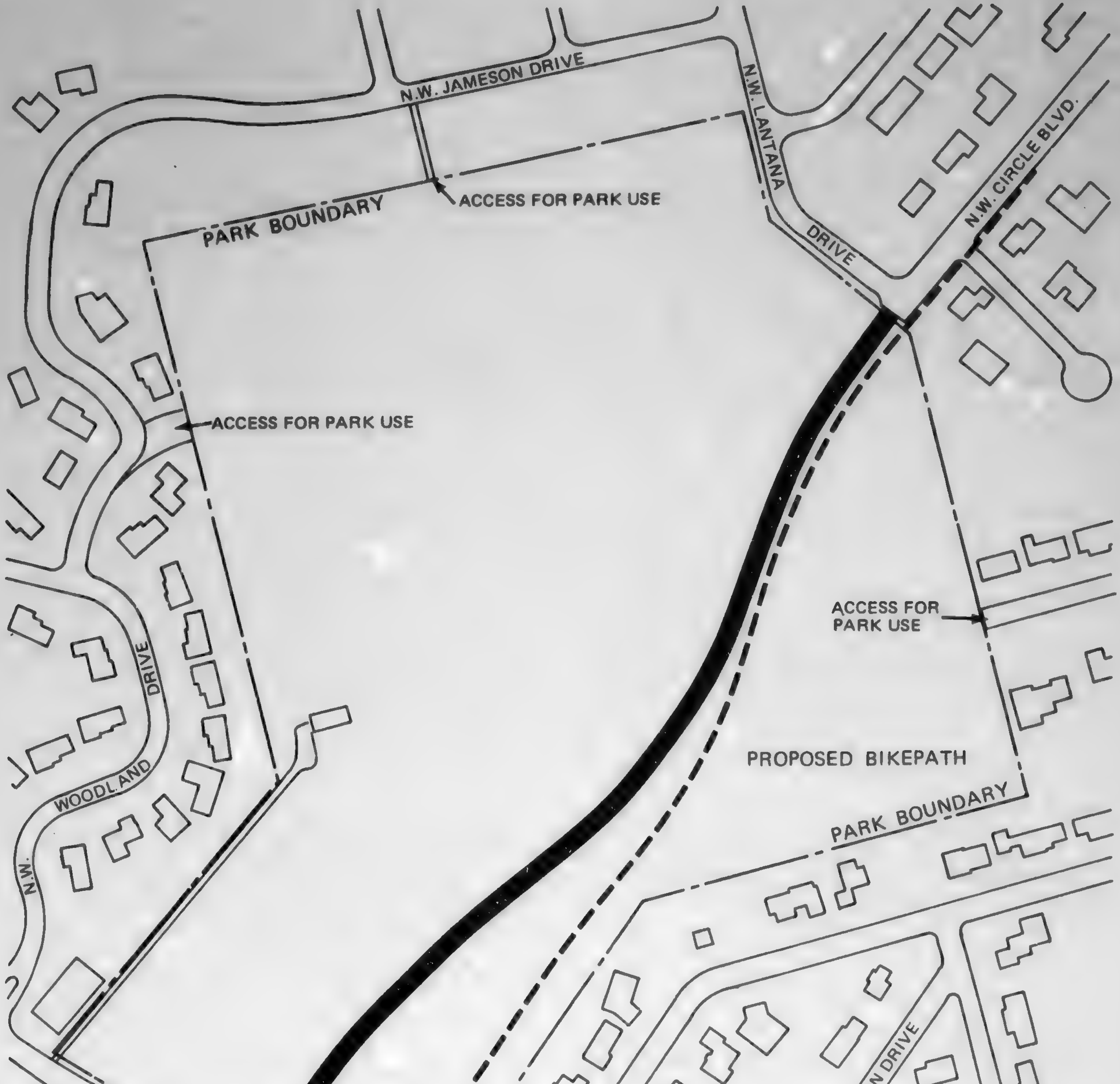
The proposed project is located in Northwest Corvallis, Oregon and will be an extension of Circle Boulevard from its current terminus at N.W. Lantana Drive to N.W. Witham Hill Drive. The street will be approximately 0.35 miles in length and will be constructed within the 80-foot public street right-of-way. The proposed facility will be a 2-lane 30-foot wide roadway, between curbs, located within an existing 80-foot dedicated street right-of-way. The right-of-way was deeded for street purposes by the City of Corvallis in 1975.

The dedicated road right-of-way contains about 3.4 acres. The project will also require approximately 1.7 acres for noise berms (including land between the berms and the street at the east end of the project), and 0.3 acres for the bicycle path outside the dedicated right-of-way. Approximately 20 acres of park land is located north of the proposed road and 10 acres is located south of the road.



SELECTED ALTERNATIVE

FIGURE 1
SELECTED ALTERNATIVE



N.W. JAMESON DRIVE
N.W. LANTANA DRIVE
N.W. CIRCLE BLVD.
ACCESS FOR PARK USE
PARK BOUNDARY
ACCESS FOR PARK USE
ACCESS FOR PARK USE
N.W. WOODLAND DRIVE
PROPOSED BIKEPATH
PARK BOUNDARY
N.W. WITRAM HILL DRIVE
N.W. HAYES AVENUE
SYLVAN DRIVE
FOREST DRIVE
PROPOSED FUTURE EXTENSION

The road will widen to 44-feet on the west end at Witham Hill Drive, to accommodate a left-turn lane channelization. At the eastern end of the project the road will gradually widen from the 30 foot road to connect with the existing 48-foot wide section of Circle Boulevard. The alignment of the road follows a series of slight curves. The road will descend from a 3-4 percent grade at Witham Hill Drive to a 11 (for approximately 150 feet) and decreasing to a 6-7 percent grade and to about a 3 percent grade at Lantana Drive.

An 8-foot wide bikeway is proposed as a part of this project. It will begin at Arbol Place just east of the Circle Boulevard terminus and proceed westward. Approximately the easterly one-third of the bikeway as proposed will be located on existing right-of-way. The bike path may then leave the right-of-way and traverse Woodland Meadow-Natural Park to Witham Hill Drive. The separation of the bikeway from the roadway along the western portion is desirable in order to maintain desirable grades. Final location of the bicycle path will be determined at the time of final project design. The bikeway is a portion of the "Proposed Bikeway Corridors for the Comprehensive Plan" of Corvallis, and will be constructed through the park even if the project is not advanced. A 6-foot wide pedestrian sidewalk along and adjacent to the northerly curb is also included in the plans.

The completion of the proposed project will create a new link in a planned collector route by extending N.W. Circle Boulevard from N.W. Lantana Drive to N.W. Witham Hill Drive. As early as the 1950's the City of Corvallis coordinated plans for the proposed project through their comprehensive planning studies, which included Circle Boulevard as part of the circumferential street system in the northwest section of the urban area. In 1971 the Corvallis Urban Area Traffic Stafety Study and The Recommended Street System Improvements studies, recommended the completion of Circle Boulevard (as well as Walnut Boulevard) throught the northwest quadrant of the city. The City also coordinated the acquisition and planning for Woodland Meadow-Natural Park in conjunction with the road project.

The proposed project is needed to provide for a safer and more efficient use of the city street system in the project area. Traffic is now required to use out-of-direction routes on neighborhood streets not intended to function as thoroughfares. Continual growth in traffic is making this situation worse. Pedestrian traffic and neighborhood safety is not being maintained by the existing traffic pattern. The removal of traffic from adjacent residential streets will improve pedestrian and traffic safety in addition to improving overall traffic mobility and efficiency.

The new road section will accomplish several transportation objectives which include:

1. Facilitate traffic movements between the areas along the easterly sections of Circle Boulevard and residential developments near Witham Hill Drive;

2. Complete the long planned section of the Circle Boulevard collector route;

3. Reduce out-of-direction travel now occurring on adjacent neighborhood residential streets;
4. Complete a portion of the Corvallis proposed bikeways corridors; and
5. Improve pedestrian and traffic safety.

4(f) LAND DESCRIPTION

Woodland Meadow-Natural Park is owned by the City of Corvallis and managed by the Parks and Recreation Department; it contains approximately 30 acres of undeveloped open land. The park is bordered by Witham Hill Drive on the west, and residential neighborhoods on the north, east and south. Circle Boulevard currently terminates at the eastern boundary of the park.

Woodland Meadow-Natural Park was deeded to the City of Corvallis for use as a public park in August, 1976 (Appendix A). The deed noted the exclusion of an 80-foot strip of land through the park that had previously been deeded to the City in January, 1975 (Appendix B), as a public right-of-way for the extension of N.W. Circle Boulevard. The extension of Circle Boulevard through this parcel has been included in the City's transportation plans since early 1960.

Woodland Meadow-Natural Park ranges from gently rolling terrain to steep hillsides. There is a vertical rise in elevation of approximately 100 feet across the property and along the alignment of the street right-of-way. The Corl homesite is located on a portion of the higher elevations of the site and provides views of Corvallis, the Willamette Valley and the Cascade Mountains to the east.

The Circle Boulevard right-of-way was established so that it would closely fit the existing topography--between the existing street and where the future extension would connect at Witham Hill Drive. The street right-of-way generally follows a natural draw. City owned sanitary sewers and waterlines have been constructed within the street rights-of-way and in accordance with the vertical and horizontal alignments of the preliminary engineering plans for the proposed street.

Storm drainage from surrounding residential areas and from adjacent streets is emptied from piped storm drains directly into the park areas. These storm waters along with other drainage from within the park follow the natural courses of the topography to a point of interception at the westerly end of Circle Boulevard. This water, along with water from other drainage basins, is carried in a piped storm drain system under Circle Boulevard and discharged into Dixon Creek, approximately 0.6 miles to the east.

Woodland Meadow-Natural Park consists of two parcels of land, one of which lies on each side of the 80-foot wide street right-of-way. The northerly parcel contains approximately 20 acres and includes the Corl homesite. Approximately eight acres of this parcel is wooded area (mostly Oak trees) and the remaining is open, grassy field areas. The southerly parcel contains approximately ten acres and is nearly all open field area with a small stand of fir trees (less than one acre) near the easterly end of the proposed project. The entire parcel presently exists nearly the same as it did prior to the City's purchase of the property. Some underbrush exists within the forested areas and wild blackberry thickets and other wild vegetation exists along the lower drainage swale areas and within the street right-of-way. No trees exist within the street right-of-way.

Woodland Meadow-Natural Park is one of several City-owned parks located in the northwesterly area of Corvallis. Present uses of the park include walking, jogging, kite flying, and berry picking. The terrain is not adaptable to active organized recreational activities. The City parks plan (adopted as a part of the Comprehensive Plan, August 4, 1980) does not include plans for any major development within the next several decades. The existing Corl home and barn may be remodeled in the future to accommodate a community center, arts and crafts, and other recreational activities. Plans for such use have not been formulated by the City of Corvallis. Eventually park development may include picnic facilities, bicycle, walking and jogging trails, play and open field areas; however, plans for such uses have not been formulated by the City of Corvallis.

Other City parks located in northwest Corvallis include: Walnut Park - a new 30-acre park being developed approximately one mile northwest of Woodland Meadow-Natural Park; Arnold Park - a neighborhood park located 0.6 miles due south of project; Cloverland Park - a neighborhood park located approximately 0.5 miles east of the project; Porter Park - located approximately one mile east of Woodland Meadow-Natural Park; Garfield Park - located approximately 1.25 miles east of the project; Timberhill Park - two parcels of developing neighborhood parks located approximately one mile northeast of Woodland Meadow-Natural Park; and Chip Ross Park - an undeveloped park located less than 1.5 miles northeast of the project.

A number of other recreational facilities are located within less than a one-mile radius of Woodland Meadow-Natural Park, including a Public Aquatics Center, several schools and other recreational facilities within developed residential areas. The City also has title to lands along a number of drainage ways that are used for individual recreational needs similar to the present uses of Woodland Meadow-Natural Park.

ALTERNATIVES TO THE PROPOSED PROJECT

Several alternatives were considered for the N.W. Circle Boulevard project. The Draft Environmental Impact Statement addressed a No-Build and the Proposed Build Alternative. Following the public hearing on May 31, 1979, the Corvallis City Council directed that a modificiation of the Build Alternative be investigated as a third alternative. A fourth alternative which would route N.W. Circle Boulevard around the park has also been evaluated and is discussed below.

The following discusses the alternatives considered to the proposed project and provides the basis for the determination that they are not prudent and feasible alternatives to the use of park land.

1. No-Build Alternative

The No-Build Alternative assumes that the project would not be constructed and that all traffic would continue using existing routes. Existing routes now being used are primarily residential streets traversing established and developing residential areas. These routes all require considerable out-of-direction travel, resulting in excessive fuel consumption as well as delays to the traveler. The out-of-direction residential routes most commonly used include (see Figure 2):

A. Witham Hill Drive to Walnut Boulevard, east to 29th Street and south to N.W. Circle Boulevard.

B. From Witham Hill Drive east on N.W. Woodland Drive, to N.W. Jameson Drive, south on N.W. Lantana Drive and then east on N.W. Circle Boulevard. Several of the other residential streets in this general area Douglas, Elmwood, Dogwood, are also currently being used as connector streets.

C. N.W. Witham Hill Drive to Grant Avenue, east to 29th Street and north to N.W. Circle Boulevard. Other quiet residential streets in this area that are often used include Garfield, Hayes, and Alta Vista Avenues.

If the No-Build Alternative was chosen and the project was not implemented, year 1990 traffic on Woodland-Jameson-Lantana route would range between an estimated 1300 and 2300 vehicles per day. This compares to 600 to 1600 vehicles per day if the project is implemented. Year 1990 traffic on the Hayes/Alta Vista/Garfield route would range from an estimated 2000 to 3200 vehicles per day under the no-build conditions, compared to 1400 to 1800 vehicles per day with the Circle Boulevard extension.

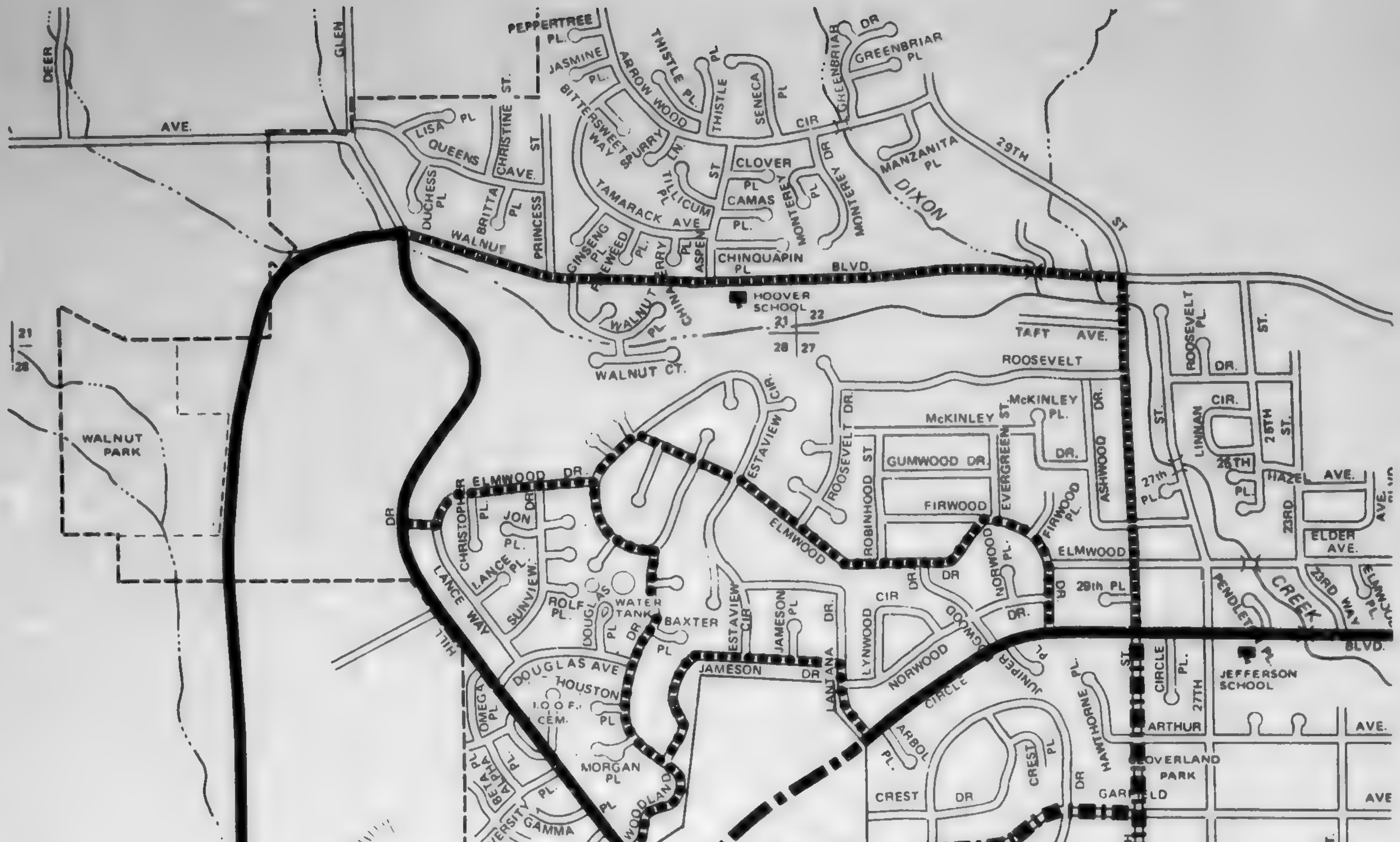
These residential streets are already handling more traffic than they are designed for. Additional traffic in the future would cause this condition to worsen. The proposed extension of N.W. Circle Boulevard would relieve this condition by attracting an estimated 3,600 cars per day by 1990.

The increasing traffic volumes create potential safety problems for neighborhood residents. Several sharp curves and corners make visibility limited. If the N.W. Circle Boulevard project were not built, the residential streets could eventually require improvement which would cause associated impacts on the abutting properties. This would result in the deterioration of the livability of the neighborhoods. Structural deficiencies are already being noted because of the excessive traffic.

In conclusion, the No-Build Alternative is not considered to be feasible or prudent because it: (1) would not accommodate the the

FIGURE 2

NO BUILD ALTERNATIVE



DEER
GLEN
AVE.
PEPPERTREE PL.
JASMINE PL.
ARROWWOOD
THISTLE PL.
THISTLE
SENECA PL.
GREENBRIAR DR
GREENBRIAR PL
LISA PL
QUEENS AVE.
CHRISTINE ST.
BRITTA PL
DUCHESS PL
PRINCESS ST
BITTERSWEET WAY
SPURRY LN.
CLOVER
CAMAS PL
TAMARACK AVE.
TILLICUM PL
MONTEREY PL
MONTEREY DR
MANZANITA PL
DIXON
29TH ST
CHINQUAPIN PL.
WALNUT BLVD.
GINSENG PL
ASPEN
HOOVER SCHOOL
WALNUT PL
WALNUT CT.
21 22
28 27
TAFT AVE.
ROOSEVELT
ROOSEVELT PL
ROOSEVELT DR.
McKINLEY
McKINLEY PL.
GUMWOOD DR.
FIRWOOD
EVERGREEN ST.
FIRWOOD PL
ASHWOOD DR.
ROBINHOOD ST
ESTAVIEW CIR
ELMWOOD DR.
ELMWOOD
CHRISTOPHER PL
JON PL
LANCE DR
LANCE WAY
SUNVIEW
ROLF PL
DOUGLAS PL
WATER TANK
BAXTER
ESTAVIEW CIR
JAMESON PL
JAMESON DR
LANTANA
LYNWOOD CIR
NORWOOD DR.
NORWOOD PL
29th PL
JUNIPER PL
CIRCLE BLVD.
JEFFERSON SCHOOL
WALNUT PARK
DOUGLAS AVE
HOUSTON
I.O.O.F. CEM.
MORGAN PL
WOODLAND
OMEGA PL
ALPHA PL
BETA PL
GAMMA
UNIVERSITY
DELTA PL
ARBOL PL
CREST DR
CREST DR
HAWTHORNE PL.
GARFIELD
OVERLAND PARK
ARTHUR AVE.
PARK BOUNDARY
HAYES AVE.
GREENWOOD AVE.
SYLVAN DR
WITHAM HILL DR
FOREST
VISTA PL
VISTA DR
ALTA
SPRING ST
EDGEWOOD ST
GREENWOOD PL.
HILLCREST DR
30TH ST
GRANT PL
GRANT
MULKEY AVE.
GREELEY AVE
ST MARYS CEMETERY
WITHAM HILL
DALE PL
SOLTA PL
KLINE DR
FERNWOOD CIR
CIRCLE BLVD
DALE
28 27
33 34
LINCOLN
COOLIDGE WAY
PROPOSED FUTURE EXTENSION
WESTWOOD
OAKDELL PL
CLARENCE CIR
FERNWOOD PL
FILLMORE
TAYLOR
POLK
CHINTIMINI PARK
ELIZABETH PL
MERRIE
WITHAM
TYLER PL
TYLER AVE.
HARDING SCHOOL
ZION LUTHERAN SCHOOL
ARNOLD PARK
HARRISON BLVD.
HARRISON
VAN BUREN
JACKSON
ARNOLD WAY
SHORT AVE
MONROE
33RD
35TH
36TH
34TH
32ND
31ST
30TH
29TH
28TH
27TH
26TH
25TH
23RD
21ST
HAZEL AVE.
ELDER AVE.
LINNAN CIR.
PENDLETON
CREEK
23RD WAY
ELMWOOD
27th PL.
21 28
28 33
29th ST. TO WALNUT BLVD
29th ST. TO GRANT AVE. (AND NEIGHBORHOOD STREETS)
LANTANA DR. TO WITHAM HILL DRIVE USING NEIGHBORHOOD STREETS

increasing traffic in a safe and efficient manner; (2) would not complete a long planned portion of the City's arterial/collector street network; (3) does not eliminate the out-of-direction travel on local neighborhood streets; (4) would not be consistent with the need or purpose of the project.

2. Modified Build Alternative Resulting from Public Hearing

Following the May 31, 1979, public hearing meeting the City Council directed that a modification of the Build Alternative be considered that would offset the Witham Hill Drive intersection from the proposed future extension of Circle Boulevard to the west. The Build Alternative was modified so that the road would intersect with Witham Hill Drive north of the original intersection, approximately at the location of the present Corl driveway. This alignment would offset the existing alignment so that it intersected Witham Hill Drive about 200 feet south of the intersection of Woodland Drive. The modified alignment would provide for a 30-foot wide street which would follow the alignment as shown on Figure 3.

Approximately one-half of the alignment of the existing right-of-way would be utilized and the realignment of the westerly section would require a net addition or taking of park land for right-of-way of approximately 8000 square feet. Additional park land would also be required to mitigate noise and other adverse impacts. That portion of the original right-of-way not required would be deeded for park property. However, under this proposal the park would still be divided, possibly with the loss of some usable space for future development.

The modified alternative would create sharper curves, cuts and fills at least as steep as for the Build Alternative. It would also create traffic and pedestrian hazards not encountered by the proposed alternative, since a third intersection within about 500 feet would be introduced on Witham Hill Drive. Vehicle lights at the new intersection would shine directly into the windows of homes on the western side of Witham Hill Drive unless substantial light barriers were constructed. The sight distance at this location is less than desirable for safe entry.

Another major drawback of this alternative is its lack to meet one of the principle intents of the project: completing Circle Boulevard as an arterial/collector route. This alternative would not connect with the future Harrison Avenue-Witham Hill Drive section as identified in the city comprehensive plans since the 1950's.

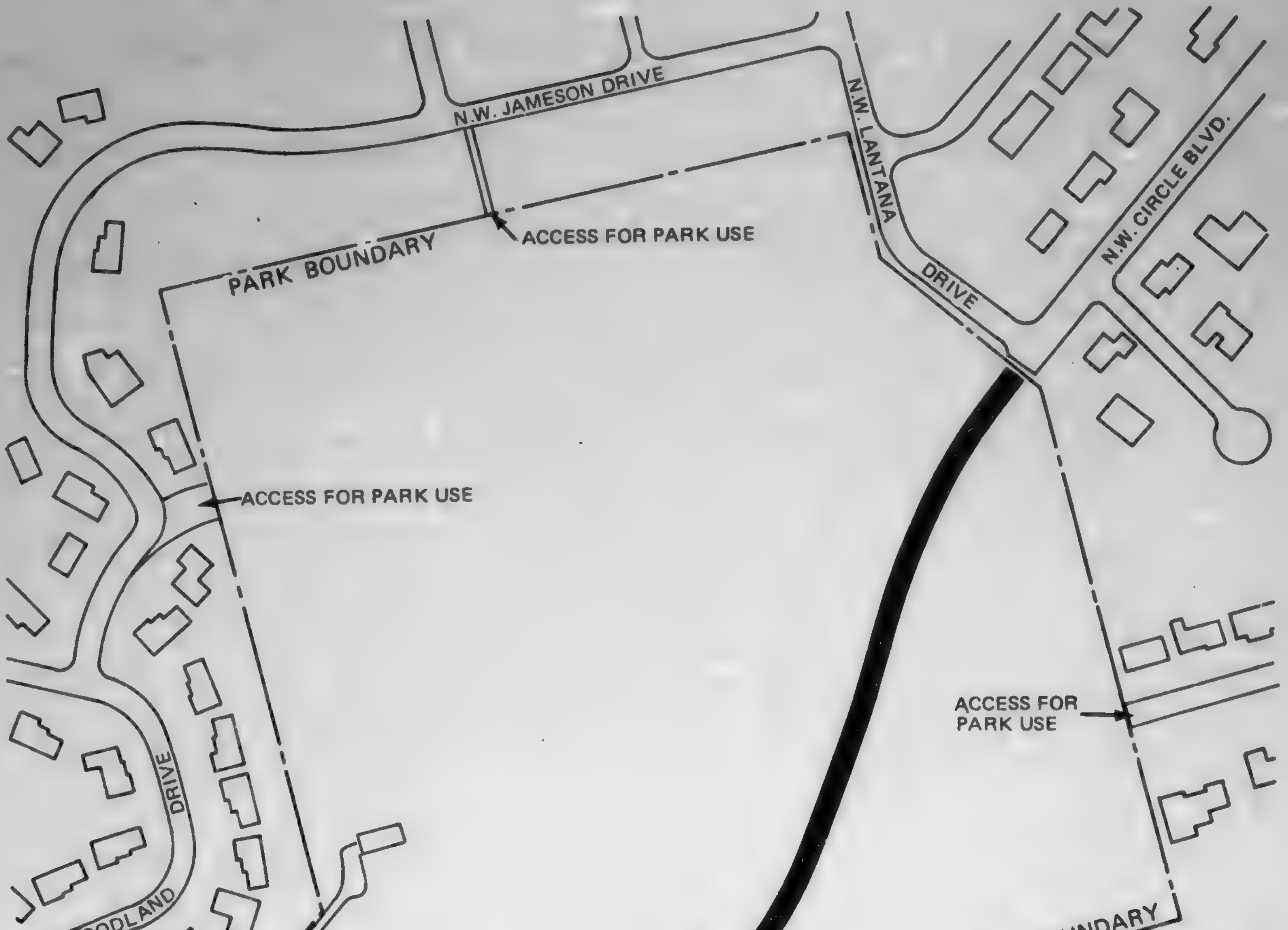
The Modified Alternative was not selected to be advanced and is judged not to be prudent because:

1) of the greater negative effects to the park land;

2) it does not meet one of the major goals of the project--of completing the northwest Corvallis arterial/collector route;

FIGURE 3

MODIFIED BUILD ALTERNATIVE


N.W. JAMESON DRIVE
N.W. LANTANA DRIVE
N.W. CIRCLE BLVD.
ACCESS FOR PARK USE
PARK BOUNDARY
ACCESS FOR PARK USE
ACCESS FOR PARK USE
N.W. WOODLAND DRIVE
PARK BOUNDARY
N.W. WITRAM HILL DRIVE
N.W. HAYES AVENUE
SYLVAN DRIVE
FOREST DRIVE
PROPOSED FUTURE EXTENSION

3) of reduced safety of the modified facility;

4) of the effects of the lights on the neighborhood adjacent to the project; and

5) of the addition of a third intersection in a short distance on Witham Hill Drive.

3. Other Alternatives (see Figure 4)

The only construction alternative that would avoid the park entirely would be to route N.W. Circle Boulevard on the periphery of the park. The existing street system essentially does this now. The area between the park boundary and the existing street network is now occupied by homes.

As the need section stated, the City of Corvallis has been involved in the coordination of this project since the beginning, and in the land use plans which provided for the development of the residential neighborhoods to the north and south of the park. Since improvements to these streets would require the acquisition of seven or more homes, this proposal was not considered to be prudent.

ADVERSE IMPACTS ON THE 4(f) PROPERTY

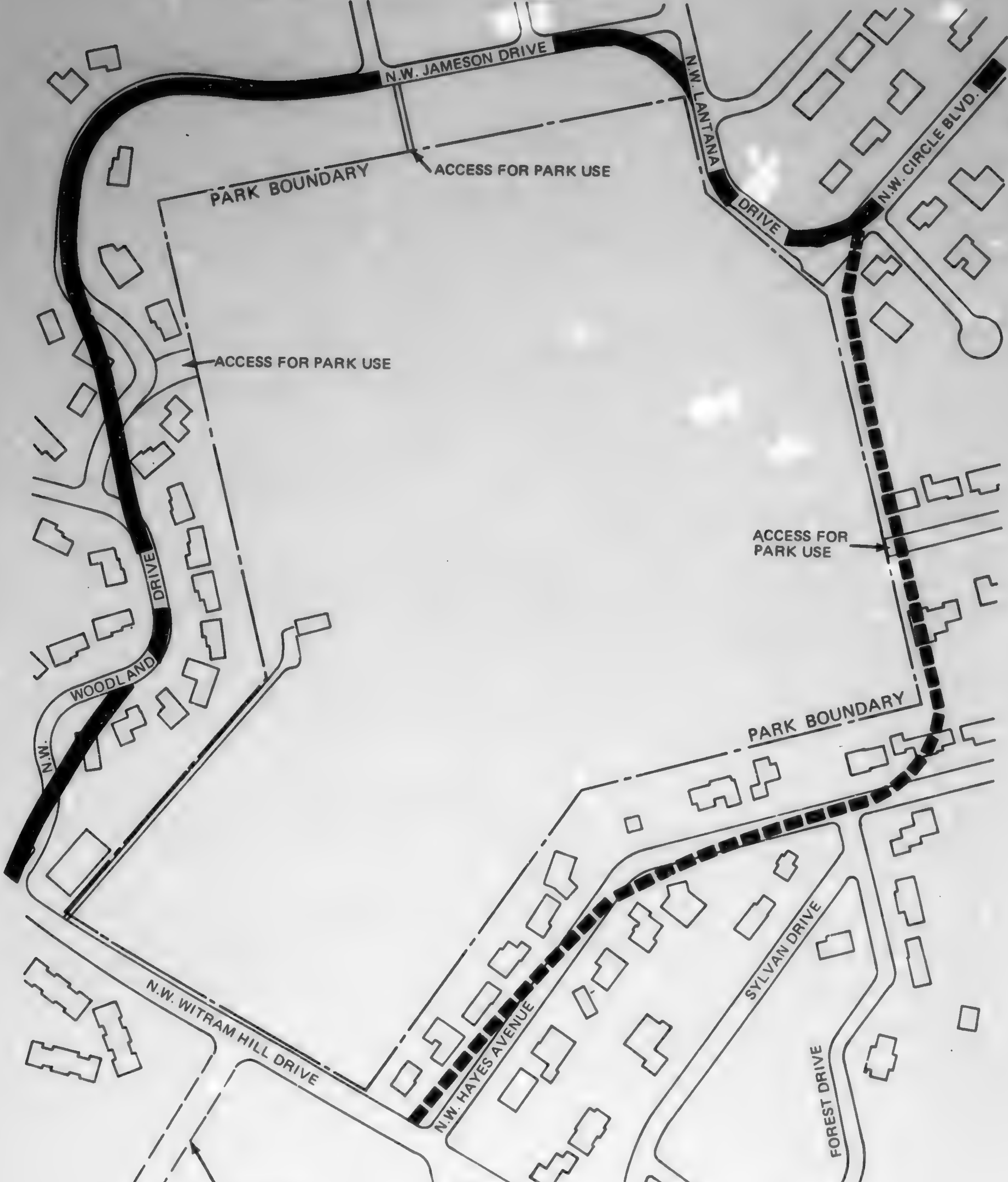
The proposed extension of N.W. Circle Boulevard will be constructed within the existing 80-foot wide right-of-way with no additional right-of-way being required for the street. However, approximately 1.7 acres of park land will be required for the earthern noise berms, mounds and landscaping, (including the land between the berms and the street on the east end) and about 0.3 acres for the portion of the proposed bicycle path located outside of the street right-of-way. The bike path is compatible with the current activities in the park and will improve pedestrian and bicyclist's access to the park. The berm will be landscaped with native vegetation and will also be compatible with existing park useage.

The proposed project will functionally divide the existing park into two parcels. During the construction period this will disrupt such activities as berry picking, jogging, and dog walking. It will also affect the long term activities in the access from one parcel to the other parcel will be more limited.

The most significant aspect of this change is to the setting of the park, since open space inside the dedicated right-of-way will be converted to road purposes. This requires the elimination of vegetation within the right-of-way. Construction and operation of the street facility will detract from the existing aesthetic condition, but will not impair use of the park proper, as the park is classified as a "natural park," with no development planned through the year 2000.

FIGURE 4

BUILD ALTERNATIVES NOT CONSIDERED



N.W. JAMESON DRIVE
N.W. LANTANA DRIVE
N.W. CIRCLE BLVD.
ACCESS FOR PARK USE
PARK BOUNDARY
ACCESS FOR PARK USE
ACCESS FOR PARK USE
N.W. WOODLAND DRIVE
PARK BOUNDARY
N.W. WITRAM HILL DRIVE
N.W. HAYES AVENUE
SYLVAN DRIVE
FOREST DRIVE
PROPOSED FUTURE EXTENSION

The park will also be affected by increased traffic noise. Existing noise levels in the park are very low--approximately 36 Leq dBA throughout the park. Projected sound levels at the street right-of-way will be 55 Leq dBA if not mitigated. This increase is significant and would detract from the serene condition that now characterizes the park (noise mitigation is discussed below). Earthen berms proposed to mitigate the noise level increase will require approximately 1.4 acres of park property. The berms will be landscaped in keeping with the park setting.

MEASURES TO MINIMIZE HARM

There will be several mitigating measures taken to minimize adverse effects to Woodland Meadows-Natural Park. These measures, which in some cases will improve recreation activities, are listed below.

Earth berms and landscaped areas are proposed to be constructed on both sides of the proposed road to lessen the noise effect on the park and on nearby residences. At a representative distance of 106 feet from the center line the berms will reduce noise levels by approximately 8 dBA. The berms will be designed in such a manner that they will be attractive and compatible with the park setting. In addition to reducing the noise in the park, the berms will provide other benefits:

> Safety - the berms will break up the terrain and help prevent park users from running down the slopes onto the roadway.
>
> Visual - berms will act as a visual buffer for adjoining neighbors and park users. The roadway will not be visible from nearby homes and only the upper portion of the cars will be visible.

The berms and the other portions of the park affected by road construction will be replanted with grasses and other suitable vegetation. Natural shrubs and plantings will be utilized to maintain the "natural" character of the park. A variety of tree and screen plantings will be provided to help buffer adjacent residences from the street, pedestrians and bicyclists. Existing drainage will be intercepted to reduce the possibility of flooding, scouring and erosion.

The construction of the bicycle and pedestrian facilities will increase the usability of the park by bicyclist, joggers, and pedestrians. Currently pedestrians and bicyclists are using the park over undeveloped dirt paths. Crossings will be located and signed at each end of the park to provide for pedestrians and bicyclists crossing the roadway. Because of the absence of any park development plans, and until a park plan is developed, these are the only pedestrian crossing features contemplated at this time. The Corvallis City Council has mandated that all reasonable measures for minimizing harm shall be taken. Other mitigating measures as deemed appropriate for minimizing harm, such as lighting for safety and irrigation for landscaping maintenance, will be included, as appropriate.

PROJECT COORDINATION

The proposed N.W. Circle Boulevard project has been coordinated between the public and governmental agencies throughout the environmental study and preparation of the Draft Environmental Impact Statement. A Project Citizen's Advisory Committee was formed in the early stage of the preliminary study (1976) and this committee remained active throughout the study phase and through the Public Hearing. The Committee represented both those people who were adamantly opposed to a route through the park and those who were very much for the Build Alternative.

The Draft Environmental Impact Statement was made available to the public April 27, 1979. A Public Hearing was held at 7:30 p.m. on May 31, 1979, at Highland View Intermediate School. Over 200 people attended this hearing and more than 50 people gave oral testimony. Additionally, 85 written statements were received during the Public Hearing process. Most of the testimony received was in favor of the Build Alternative.

Petitions were circulated by Citizens for an Initiative Referendum placing a Charter Amendment before the voters in the City of Corvallis on February 19, 1980. The residents selected by more than a 3 to 1 vote, the Circle Boulevard extension within the existing deeded, public street right-of-way. Following the official canvas of the voting the City Council advanced the Build Alternative and notification was given of the action to the Oregon State Highway Division.

Coordination between the City of Corvallis, the Oregon State Highway Division and the Federal Highway Administration will continue.

CONCLUSION

The foregoing factors support the conclusion that a) there are no prudent and feasible alternatives to using the parkland, and b) all planning to minimize and mitigate adverse impacts has been accomplished by means of appropriate construction features.

A summary of the data in support of this determination includes.

> Three alternatives have been considered to the proposed project: The No-Build, the Modified Build Alternative and a Build Alternative on the park periphery. The No-Build is not considered prudent because it fails to meet the needs and goals of the project and would continue to put unsafe volumes of through traffic onto neighborhood streets. The Modified Build Alternative would not avoid park property and would cause greater adverse effects within the park itself. The street connection with Witham Hill Drive would be offset from the planned extension of N.W. Circle to Harrison Boulevard, causing a traffic hazard. The route on the periphery of the park would displace approximately seven homes and would not provide a safe route for through traffic. The adverse effects of these alternates are extraordinary in comparison with the proposal alternative.
>
> The proposed option, while disrupting the existing natural setting of the park, can be constructed with amenities which will minimize adverse

effects. Earth berms will be constructed to mitigate adverse noise impacts and to provide visual and safety features. The berms will be compatible with park usage (safety barrier, visually blend in with park terrain and serve as a walking path and view point). A bikepath will improve the park's accessibility and utility as a recreational resource.

The project area will be landscaped with native grasses, trees and screen plantings that will enhance the natural park setting.

From the foregoing factors it can be concluded that:

1. The proposed Build Alternative will be in compliance with the City's Comprehensive Plan (existing and proposed) and the City's transportation plans;

2. That all planning to minimize and mitigate adverse impacts has been or will be required to be accomplished by means of appropriate construction features; and,

3. That there are no prudent and feasible alternatives to using the existing street right-of-way and adjacent park land for accomplishing this project.

9395

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: [redacted]
J. H. Versteeg, Engineering
G. A. Potter, Manager

DATE: September 12, 1980

FROM: Anthony J. George, Engineering Coordinator
Tony
Environmental Section

RE: Noise Study Report--Review of Noise Barriers
Final Environmental Impact Statement
N.W. Lantana Drive-N.W. Witham Hill Drive Section
N.W. Circle Boulevard (Corvallis)
Benton County

NOTED
E. S. HUNTER

Attached is our completed noise report for the subject project. The noise analysis is somewhat unique. It was prepared by applying increased impact criteria to a park and by providing mitigation through the use of contoured earth berms, placed in total or in part on park property. The proposed noise berms have already been reviewed by City of Corvallis staff and the present design is a result of their input. The fact that the barriers will encroach on park property is a result of the need to minimize the noise increase in the park while retaining a natural park setting. The use of the park land will be fully justified in the 4(f) statement being prepared separately.

I concur with the recommendations made in the report. If approved, we will send the report to the City of Corvallis for formal review and concurrence with the mitigation proposal prior to inclusion in the FEIS. Your decision on this matter is requested.

AJG:lb

Attachment

cc: C. O. Fredrickson w/attach

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SEP 15 '80
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FOR
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Materials
81-123-1307

SP*75683-125

NOISE STUDY REPORT
for FINAL ENVIRONMENTAL IMPACT STATEMENT

N.W. Lantana Dr.-Witham Hill Dr.
N.W. Circle Blvd. (Corvallis) FAUS-2110
Benton County

Prepared by:

Lee E. Doss, Asst. Environmental Engineer
Environmental Section
Technical Services Branch
State Highway Division
Oregon Department of Transportation

September 1980

Noise Study Report
N.W. Lantana Dr.-Witham Hill Dr.
N.W. Circle Blvd. (Corvallis) FAUS-2110
Benton County

INTRODUCTION: CRITERIA

Federal participation in highway, road, or street projects is conditional upon concurrence with noise studies conducted under provisions of Federal Highway Program Manual, Volume 7, Chapter 7, Section 3 (FHPM 7-7-3). One criterion established in FHPM 7-7-3 is that of design noise levels, i.e. various levels of noise intensity that are tolerable in specified human activities and land uses. (See Table 1). Under this criterion, design noise levels that are exceeded as a result of transportation projects are termed impacts and must be properly mitigated, or cause must be shown why such mitigation is impracticable.

The maximum noise level predicted at the right-of-way line in this study is 55 dBA, which is in conformity with design noise levels for outdoor park usages; therefore that criterion is met without noise mitigation.

The other criterion requiring examination in accordance with FHPM 7-7-3 refers to the occasion "when the predicted traffic noise levels are substantially higher than the existing noise levels." This is termed a significant noise increase, with an increase beyond the ambient in excess of 10 dBA adopted as significant in the State of Oregon. The study shows that noise could increase by 19 dBA from the present extremely quiet 36 dBA to a level of 55 dBA at the right-of-way line, if mitigation is not provided. Analysis of such mitigation measures is therefore warranted, according to this second criterion. Additionally, there is a desire on the part of everyone involved to preserve the quiet condition of Woodland Meadows Park and adjacent lands. In this study, an aesthetically acceptable form of mitigation that would attenuate traffic noise emanating from the proposed street to a level no higher than 46 dBA at any point behind noise barriers would be considered effective.

TABLE 1

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

The proposals in this report constitute preliminary design commitment to barriers that have been found to be feasible and practical. The actual design of the noise barriers is subject to changes from those shown in the report to provide flexibility during final design and to achieve a compatible balance of esthetic, acoustic and engineering considerations. The final design will accommodate the design of a bikeway, but will be no less effective acoustically than discussed herein.

DESCRIPTION OF PROJECT

The project constructs a continuation of Circle Boulevard westward from Lantana Drive to Witham Hill Drive, through the dedicated Woodland Meadows Park. Curbs are to be 30 feet apart for the principal length of the proposed street. No curbside parking is provided. The section will taper to match the existing section of Circle Boulevard at Lantana. At the intersection with Witham Hill Drive, a left-turn refuge will be provided. Sidewalks will be provided and a bikeway will be constructed (the final location of which is yet to be determined). The pavement is designed for autos and light trucks, but not heavy trucks.

ADJACENT LAND USE

The proposed street bisects the park for its entire length. The park is surrounded by R-1 (single residential) usage. Nearly all building lots are occupied. The park land itself was deeded to the City along with a dedicated right-of-way for the proposed street in its present alignment. The entire area is of primary concern with regard to noise impacts, since pedestrians using the park might be anywhere therein.

PROCEDURES

Major steps in the study were: 1) the measurement of noise levels at selected sites, 2) The comparison and validation of measurement data with noise prediction models, 3) application of said models to the prediction of maximum future noise levels, based on "worst possible case situations", i.e., peak levels of predicted traffic, 4) analysis of noise mitigation.

The noise level descriptor used throughout this study is the equivalent sound energy level protracted over a given time (Leq), measured in decibels weighted on the "A" scale (dBA), a mathematical weighting of the decibel scale that approximates human hearing ability.

Noise prediction models utilized in the study were the FHWA Noise Prediction Model. Two versions of the same model were utilized. NOISE3, a computer program developed by Tim Thex of the Oregon Dept. of Transportation Environmental Section, and STAMINA 1.0, a FHWA program described in FHWA-RD-78-138.

TRAFFIC

Traffic projections were furnished by Oregon Highway Division, Traffic section. Predictions are for the expected peak year of 1990 as shown in Table 2.

Heavy trucks are assumed to be prohibited on Circle Boulevard, so the count is zero. Parts of the existing Circle Boulevard are already prohibited from use by heavy trucks. Traffic predictions indicating "worst possible condition" in this case would be the hourly traffic during the projected peak traffic hour.

Traffic is projected on the basis of the adopted "network 5", City of Corvallis Master Plan.

EXISTING NOISE LEVELS

Microphone locations for noise measurements are shown on Map I. Measurements #1 and #2 represent the existing ambient noise level in the Park. The sites are sufficiently distant from specific neighborhood traffic noise sources that no traffic counts are involved. Measurements #3 and #4 are close

TABLE 2

CIRCLE BOULEVARD

TRAFFIC

No-Build

SECTION	YEAR	AVERAGE DAY Vol.	AVERAGE DAY %T.	AVERAGE DAY SP	PEAK HOUR Auto	PEAK HOUR M.T.	PEAK HOUR SP
1) 29th-Dogwood	1980	2500	3.0	25	210	4	24
	1990	3500	3.0	24	290	5	23
2) Dogwood-Lantana	1980	1000	3.0	21	80	2	20
	1990	1600	3.0	20	130	3	19

Build

SECTION	YEAR	AVERAGE DAY Vol.	AVERAGE DAY %T.	AVERAGE DAY SP	PEAK HOUR Auto	PEAK HOUR M.T.	PEAK HOUR SP
1) 29th-Dogwood	1980 (Existing)	2500	3.0	25	210	4	24
	1990	6200	3.0	23	520	9	22
2) Dogwood-Lantana	1980 (Existing)	1000	3.0	21	80	2	20
	1990	4300	3.0	19	360	6	18
3) Lantana-Witham Hill	1990	3600	3.0	23	300	5	22

Abbreviations: Vol. = Total Traffic Volume (Veh./day)
T. = Truck Volume (Trucks/day)
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (six tires)

MAP I

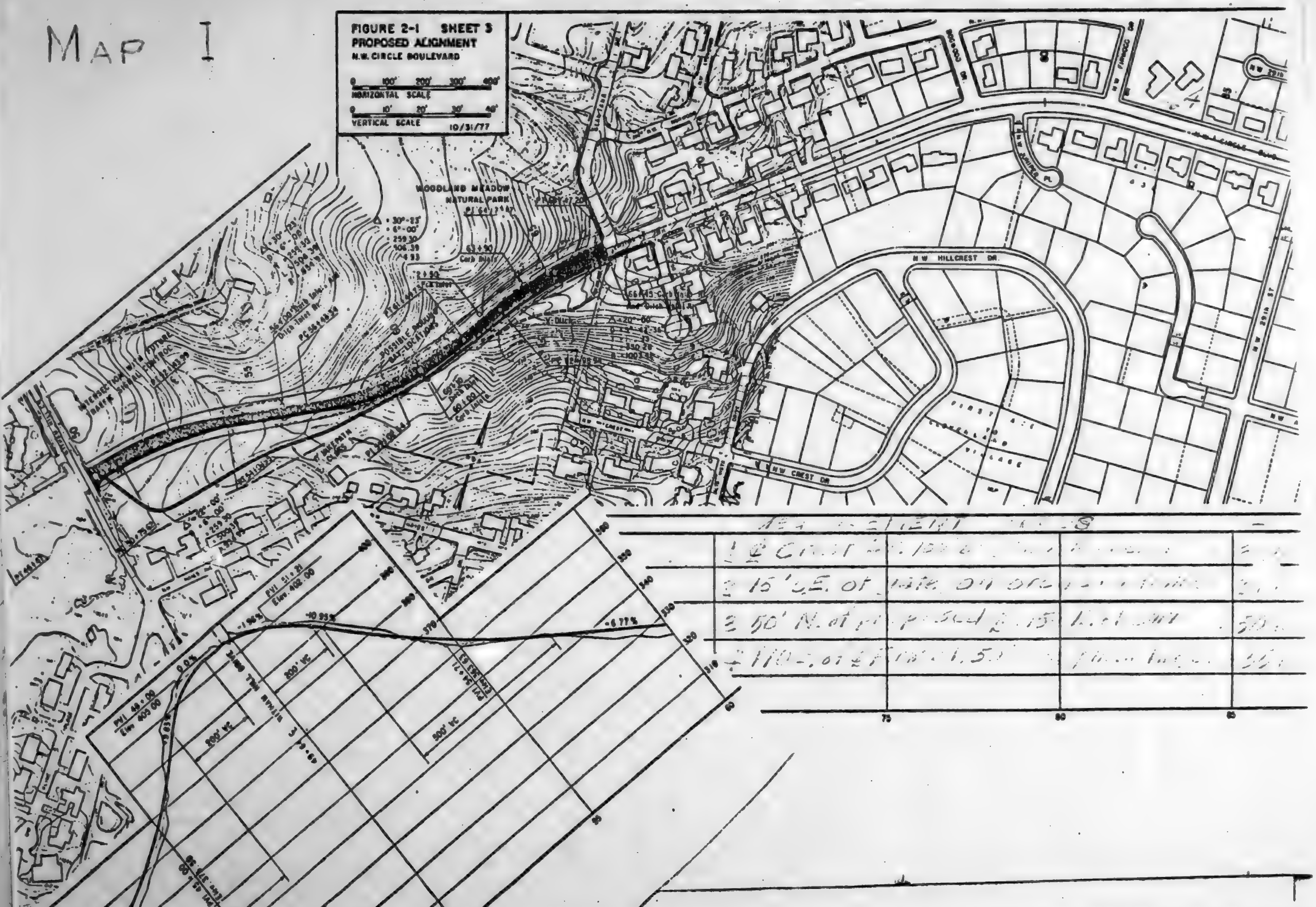

WOODLAND MEADOW
NATURAL PARK
POSSIBLE BIKEWAY ALIGNMENT
INTERSECTION WITH FUTURE TRAFFIC SIGNAL CONTROL
N W HILLCREST DR
N W CREST DR
N W 29th ST
N W CIRCLE BLVD
N W FIRWOOD DR
Curb Inlet
PVI 48+00
Elev. 403.00
PVI 51+21
Elev. 402.00
300' VC
200' VC
500' VC
-10.95%
-6.77%
0.0%
310
320
330
340
350
75
80
85

FIGURE 2-1 SHEET 3
PROPOSED ALIGNMENT
N.W. CIRCLE BOULEVARD

0 100' 200' 300' 400'
HORIZONTAL SCALE

0 10' 20' 30' 40'
VERTICAL SCALE

10/31/77

[illegible] EMENT [illegible] S

1 ℄ Crest [illegible]	[illegible]	[illegible]	[illegible]
2 15' S.E. of	[illegible]	[illegible]	[illegible]
3 50' N. of pr	oposed ℄ 15	[illegible]	50 [illegible]
4 110' [illegible] of ℄ F	[illegible] 1.5 [illegible]	[illegible]	[illegible]

to existing streets. Traffic counts were taken, under the assumption that traffic on these particular streets is the principal noise source. The latter two measurements also serve to validate noise prediction models by direct comparison. All measurement sites were selected in a manner that will facilitate their accurate relocation for future remeasurement.

Measured and computed levels of existing noise are shown and compared in the following table.

TABLE 3

Measurement	Vehicels/hr. Autos	Med. Trucks	Speed	Leq Meas.	Leq Computed
#1	n/a	n/a	n/a	36 dBA	n/a
#2	n/a	n/a	n/a	37 dBA	n/a
#3	299	3	25	50 dBA*	50 dBA*
#4	228	0	25	55 dBA	55 dBA

*at 108' east of east curb of Witham Hill Drive.

PREDICTED NOISE LEVELS

The FHWA Model predicts noise levels at the distances from the proposed centerline shown in the following table:

TABLE 4

Distance out from Center-line of proposed Circle Blvd.	Year 1990 Without Mitigation (dBA, Leq)
64 feet	52
106 feet	49
148 feet	47
190 feet	45

It is noted that without mitigation, an increase of 10 dBA over the present ambient is anticipated at 190' from centerline. A 10 dBA increase is normally perceived as a doubling of loudness.

Since "design noise levels" are not involved, a zone of significant increase was established, with its boundaries 190 feet distant from the center of the proposed street on either side. (See Map II). The zone of significant increase represents the area where increases over the ambient Leq values would exceed 10 dBA, or amount to a total value of 46 dBA, if no mitigation structures were built. The area within this zone is considered to be impacted.

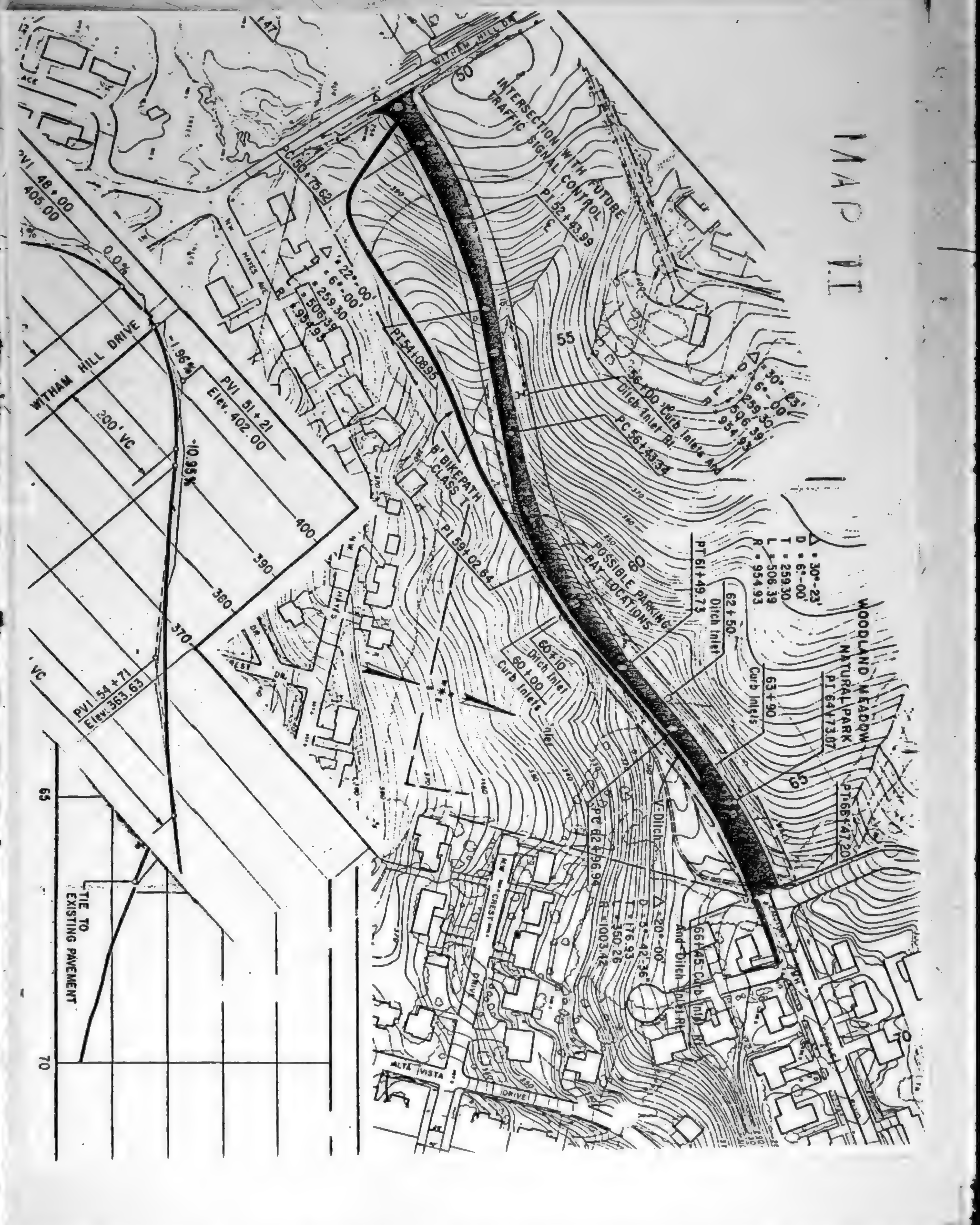
NOISE IMPACTS AND MITIGATION

In addition to Park property, portions of three privately owned lots (6, 7, and 8, Block 3, Sylvan Acres Addition) are within the zone of significant increase, and are thus impacted. If windows facing Circle Boulevard were open in portions of the one dwelling that falls within the zone, (3715 N.W. Hayes Ave.) the interior of the room would not be exposed to noise levels exceeding the 52 dBA design noise level for the interiors of dwellings. Therefore, no mitigation of interior noise levels was investigated.

Mitigation of noise impacts is accomplished in practice by an interruption of the noise path from source to receiver. Solid material weighing more than four pounds per square foot properly inserted in the path will attenuate noise propogation.

Since traffic is a "line source" rather than a "point source", the length of that line must be considered. Solid walls, earth berms or combinations of the two are practical means of traffic noise reduction. Where possible, roads may be built in cut to accomplish the same purpose. Ordinarily, the height of the exhaust stacks on heavy trucks is taken into consideration in designing noise

MAP II


WITHAM HILL DR
50
INTERSECTION WITH FUTURE TRAFFIC SIGNAL CONTROL
PC 50+75.62
PI 52+43.99
Δ = 22°-00'
D = 6°-00'
T = 259.30
L = 506.39
R = 954.93
PT 54+08.95
55
Δ = 30°-25'
D = 6°-00'
T = 259.30
L = 506.39
R = 954.93
56+00 Lt. Curb Inlets And Ditch Inlet Rt.
PC 56+43.34
8' BIKEPATH CLASS I
PI 59+02.64
POSSIBLE PARKING BAY LOCATIONS
Δ = 30°-23'
D = 6°-00'
T = 259.30
L = 506.39
R = 954.93
PT 61+49.73
62+50 Ditch Inlet
60+10 Ditch Inlet
60+00 Curb Inlets
63+90 Curb Inlets
WOODLAND MEADOW NATURAL PARK
PI 64+73.07
PT 66+47.20
65
V-Ditch
PC 62+96.94
Δ = 20°-00'
D = 5°-42'36"
L = 176.93
T = 350.26
R = 1003.42
66+45 Curb Inlet Rt. And Ditch Inlet Rt.
NW HAYES AVE
NW CRESTVIEW DRIVE
ALTA VISTA DRIVE
WITHAM HILL DRIVE
PVI 48+00
405.00
0.0%
-1.96%
PVI 51+21
Elev. 402.00
200' VC
-10.95%
400
390
380
370
VC
PVI 54+71
Elev. 363.63
65
70
TIE TO EXISTING PAVEMENT

barriers, but since through truck traffic is to be prohibited on Circle Boulevard, the height of combined noise sources of autos and medium trucks (a combination of tires exhaust, fan, engine, and air displacement sounds) can be taken as ½ meter or 1½ feet above the pavement. Height requirements for noise barriers will be correspondingly less.

Of the previously mentioned noise mitigation measures, all structure types except earth berms were rejected because of qualitative considerations that rendered them unsuitable in Woodland Meadows Park. These considerations were based on aesthetics, pedestrian mobility, and noise mitigation effectiveness.

Change of grade was rejected as a principle noise mitigation measure because of the need to meet the existing street elevations at either end of the proposed street.

Walls were rejected as being esthetically incompatible with an undisturbed park-like atmosphere. It was felt by both City and ODOT staff that noise walls would give a shute like appearance to the proposed street. Parallel walls would introduce noise reflections that could reduce their effectiveness in mitigating traffic noise. Finally, walls would constitute a barrier to pedestrian mobility across the roadway and within the park.

Berms were deemed acceptable as part of the park landscape, easily climbed and crossed by pedestrians, (at the proposed two-to-one slope) with potentials as pedestrian viewpoints. Berms achieve an additional 3 dBA of noise reduction by absorbtion and by reflecting noise skyward.

Berms, being quite broad at the base, due to the 2:1 slopes on either side, will extend beyond the street right-of-way, requiring slope easements in the park. In some locations, the entire berm would be on park land. As such, they would become part of the Park. Also, they would serve as an easily identifiable delineater of quiet areas, i.e. the land beyond the top of the berms would be quieter.

It is the apparent desire of City officials that the heavily wooded area on the south side of the proposed Circle Boulevard easterly of Sta. 14+00, is to be preserved. Accordingly, the feasibility of bringing the south berm out from the street alignment to avoid the trees was investigated (see Map III, Proposed Berm). The woods will provide some noise reduction (5 dBA could be expected for a strip of woods 100 feet in width). Therefore, it makes sense to retain as much of the wooded area as possible.

The STAMINA 1.0 Program predicts noise levels with and without mitigation by a berm, at selected critical and random points throughout the involved area, as shown on Table 5.

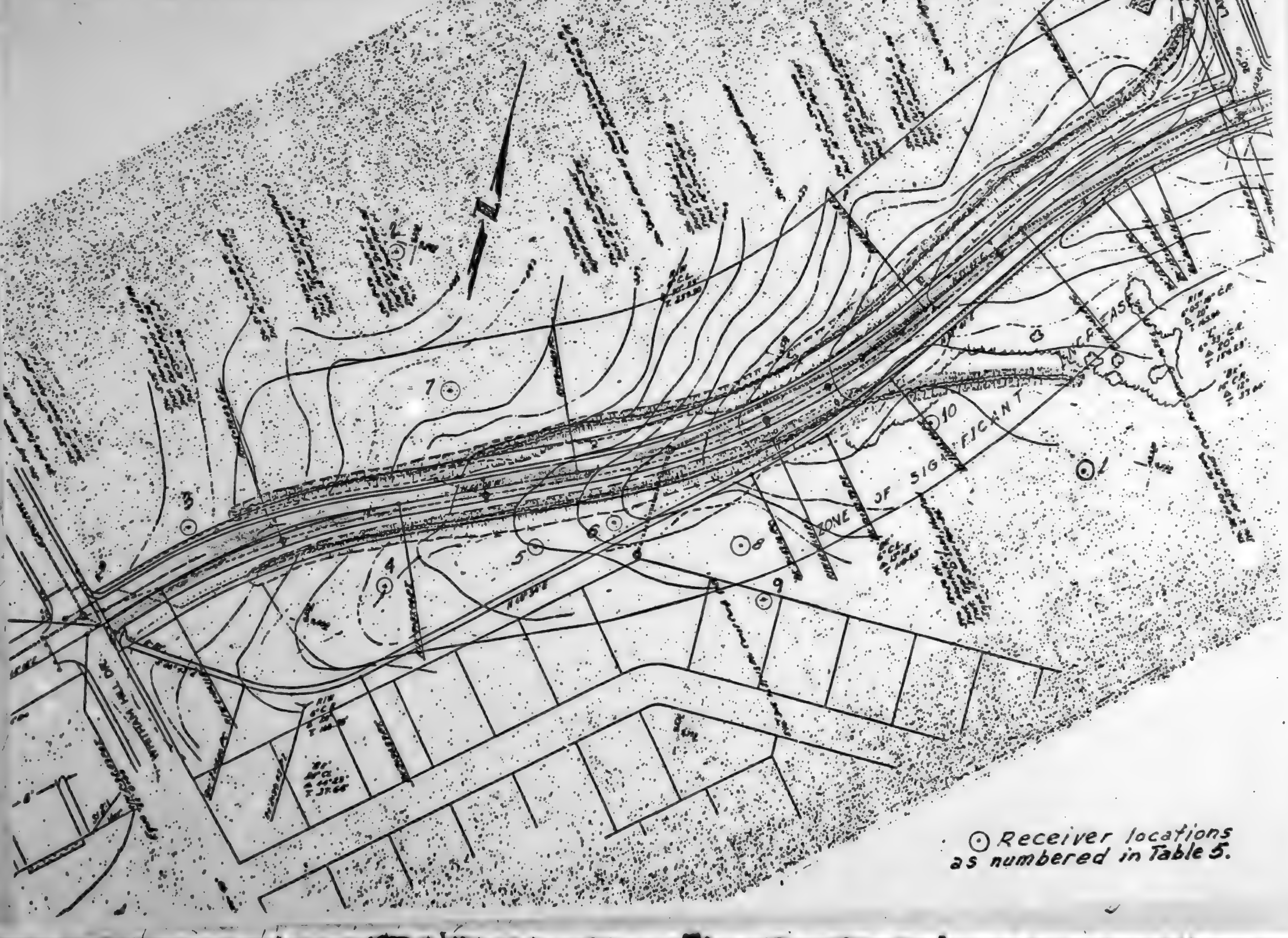
Cost of the proposed berms is outlined in Table 6.

TABLE 6

Location (side of Circle Blvd.)	Material Required	Unit Price	Rounded Total
North side	6,500 cu. yd.	5.40	$35,000
South side	5,500 cu. yd.	5.45	$30,000
	TOTAL		$65,000

The benefits of achieving required noise reduction, preserving aesthetic values of the park area, and preserving pedestrian mobility across park lands is judged to outweigh the cost of berm construction as a part of the project. Construction is therefore recommended.

MAP III
PROPOSED BERM


WHITHAM HILL DR.
LANTANA AVE
ZONE OF SIGNIFICANT INCREASE
1
2
3
4
5
6
7
8
9
10

⊙ Receiver locations as numbered in Table 5.

TABLE 5

		Noise Level, dBA			Net Noise Increase	
Receiver	Distance out from Centerline	Existing	Build	Build with Mitigation	Build	Build with Mitigation
1	275 ft.	36	44.6	44.4	8.6	8.4
2	310 ft.	37	44.2	43.1	7.2	6.1
3*	50 ft.	50	56.1	56.1	6.1	6.1
4	100 ft.	37	52.4	45.1	15.4	8.1
5	94 ft.	36	52.3	43.4	16.3	7.4
6	70 ft.	36	54.5	47.0	18.5	11.0
7	130 ft.	37	50.0	47.0	13.0	10.0
8	138 ft.	36	49.2	46.0	13.2	10.0
9	227 ft.	36	45.9	43.8	9.9	7.8
10	117 ft.	36	50.2	46.9	14.2	10.9

*Measurement site #3, not in zone of significant increase, no mitigation involved.

There will be no significant noise increases on the existing portions of Circle Boulevard as a result of this project.

ALTERNATE NOISE MITIGATIONS

The bikeway to be built in conjunction with the project will provide an alternate mode of transportation along the same route. Paving specifications will require the use of steel-tired rollers which will produce a smooth, low-noise surface. Heavy trucks will be prohibited on Circle Boulevard. These three measures will contribute to noise mitigation as alternative forms of attenuation.

CONSTRUCTION NOISE AND MITIGATION

Construction noise will emanate from earthmoving machinery, materials handling equipment, and stationary equipment, each type having different characteristics of noise emission. Under specific EPA regulations, newer, quieter units of machinery are gradually replacing older units through normal attrition.

Construction noise will be partially mitigated if the berms are built prior to the street work. Since it was not necessary to design the berms to attenuate noise from high exhaust stacks of heavy trucks, the high stacks of some pieces of construction equipment will not be fully attenuated by the noise barriers. Order of construction in regard to noise considerations is therefore left to the discretion of the resident engineer.

The following construction noise abatement measures will be included in the project construction specifications:

1. Time constraints will be placed on construction activities. These constraints will be from 10:00 p.m. to 6:00 a.m. on weekdays, from 10:00 p.m. Saturday to 6:00 a.m. the following Monday (weekends), and on all legal holidays.

2. All equipment used in commercial activities shall have sound control devices no less effective than those provided on the original equipment.
3 No equipment shall have an unmuffled exhaust.
4. All equipment used in commercial construction activities shall comply with pertinent standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the following noise mitigation, if applicable, may be implemented at the discretion of the resident engineer.

1. Stationary construction equipment can be located as far from nearby noise sensitive properties as possible.
2. Shutting of idling equipment can be required.
3. Noise construction operations can be scheduled near the middle of the day.
4. Nearby residents can be notified whenever extremely noisy work will be occuring.
5. Permanent or portable acoustic barriers can be used around stationary construction noise sources.

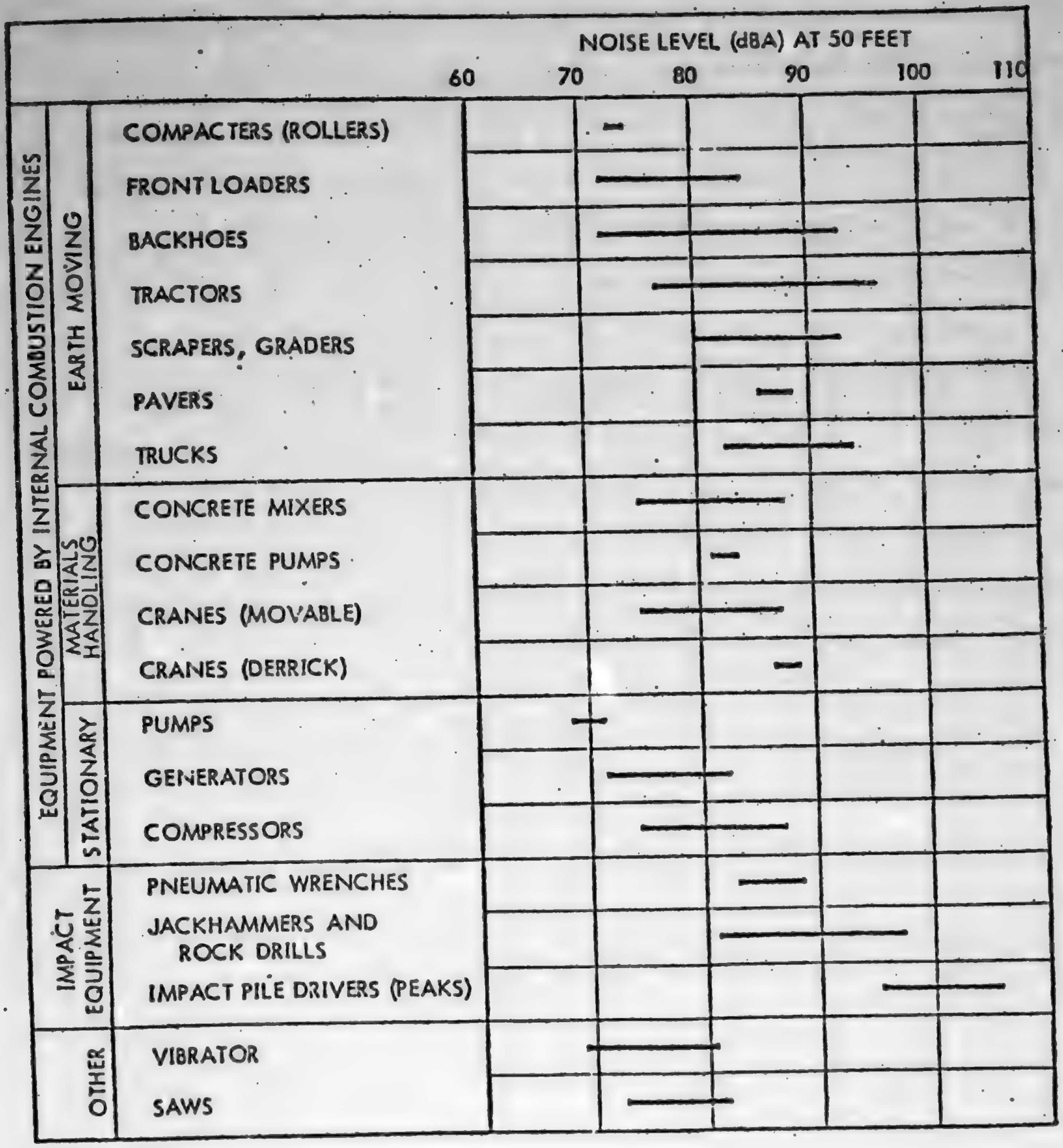
Typical noise levels of various equipment units are listed in Graph 1.

LOCAL COORDINATION

The project is a direct result of City planning and preliminary engineering with solicited co-operation by the State. A copy of this report will be forwarded to the City of Corvallis to assist in further planning for subject and neighborhood lands.

GRAPH 1

Construction Equipment Noise Ranges



LCDC STATEWIDE PLANNING GOALS AND GUIDELINES

The Air, Water, and Land Resources Quality goal is to maintain and improve the quality of the air, water, and land resources of the State. Noise is addressed in the "Waste and Process Discharges" section of the LCDC guidelines. New development must not threaten to violate applicable state or federal environmental quality statues, rules, and standards. In the absence of an applicable State noise standard, for purposes of review with respect to LCDC coordination, this report has been prepared in accordance with FHWA FHPM 7-7-3. In doing this, the Federal noise standards have been met.

Another section of the LCDC goals pertaining to environmental resources which can be analyzed with respect to air sheds and water basins, states that discharges shall not (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources. Noise (or quiet) is not a resource which can be inventoried by geographic boundaries such as air sheds or water basins, therefore no noise assessment is made with respect to this LCDC goal.

9395

Corvallis

ROAD DESIGN SECTION

ENV #3

Tony George, Engineering Coordinator
Environmental Section

July 28, 1980

ADOlson
A. D. Olson
Preliminary Design Engineer

Lantana Drive-Witham Hill Drive
Circle Boulevard (Corvallis)
Benton County
Prefix 302-1938-907

As requested, earth berms were the only type of noise barrier considered for this project.

The existing right-of-way is not adequate for construction of the proposed berms. The north berm would require approximately 0.8 acre of additional right-of-way that varies from 15 feet additional land at the west end of the berm to 80 feet additional land at the east end of the berm. The south berm would require approximately 0.5 acre of additional right-of-way that varies from 10 feet additional land at the west end of the berm to 170 feet additional land at the east end of the berm.

The north berm would require approximately 6,500 cubic yards of material to construct at an estimated cost of $35,000. The south berm would require approximately 5,500 cubic yards of material to construct at an estimated cost of $30,000.

The location narrative report indicates that the design of this project was dictated by the existing right-of-way corridor. Additional right-of-way was not considered attainable because of environmental considerations. This area is described as a natural park and that taking of any additional right-of-way would require 4-f consideration.

A proposed bikeway would intersect the south berm. Because of the steep grades in this area, it would appear that the bikeway would need to be redesigned to meander around the east end of the berm rather than going over the berm.

This would be a Type 1-B project.

ADO:ja

cc J. H. Versteeg

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ENV 7-2

TO: J. H. Versteeg
Engineering

DATE: June 24, 1980

FROM: AJG
Anthony J. George JR, Eng. Coordinator
Environmental Section

SUBJECT: Environmental Assessment
Lantana Drive-Witham Hill Drive
Circle Boulevard (Corvallis)
Benton County

The subject noise study concludes it is desirable to construct berms on both sides of Circle Boulevard. The north berm is ~~1375~~ 1475' feet in length, averaging 6 feet in height. The south berm is ~~1050~~ 1125' feet in length, averaging 7 feet in height. Plan and profile are attached to Olson's Copy Cross sections and further data are available from Lee Doss on my staff.

Please evaluate engineering feasibility, and estimate costs for the above berms.

AJG:LD:ct

Attachment

cc: A. Olson w/attach
Mike Whittam

___Versteeg___
___Anderson___
___Christen___
[✓ Olsen]___
___Sullivan___
___Terpin___
___Trout___
___Wakeling___

RECEIVED
JUN 24 1980
ROAD DESIGN
SECTION

Do Not File ☐
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Action___

9395

Corvallis

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: July 28, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Consultant Selection
N.W. Circle Blvd., FAU 2110

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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Action

As requested in Mr. Wyatt's memorandum of July 16, 1980, I have reviewed the seven proposals submitted in response to the City of Corvallis's request for proposals to consultants to prepare contract plans, specifications and estimates for the N.W. Witham Hill Drive to N.W. Arbol Place Section of N.W. Circle Boulevard.

I have rated the proposals received as follows:

1. Kramer, Chinn & Mayo, Inc.---This proposal responded to all concerns in the RFP and appeared to have thoroughly acquainted themselves with the project and the work required by them to produce the necessary contract documents.

2. James M. Montgomery---This proposal was a very close second to the one above and could well have been rated ahead of it. The only item that was not responded to, was that of the "Minority Business Enterprise Requirement". It was probably overlooked or I could have missed it. They acquainted themselves very well with the project and requirements for the contract documents.

3. HGE, Inc.---Well put together proposal, lacked the thoroughness of the top two. Quoted their cost to perform the work in percentage of construction cost rather than a set fee.

4. Kraus & Dalke---
Parametrix, Inc.---It was difficult to separate these two consultants. Their proposals were not as well put together as the top three. They were each weak in some areas of their proposals, but not the same areas.

   Kraus & Dalke's work plan and schedule were basic and there was no response to the minority business requirement.

   Parametrix, Inc., experience in Urban Design did not appear as extensive as one might like to see in relation to the community's concern with this project. This needs to be explored in more detail in the formal interview.

Contains Recycled Materials
81-125-1387

5. SAE Design---Did not appear to grasp the scope of the project. Their proposal anticipated far more work than required as also indicated in their quoted fee to perform the engineering.

6. Central Oregon Engineering & Surveying---Incomplete proposal. Lacking response in many areas to concerns listed in the RFP.

   Their presentation on staff to perform the work and ability to mitigate and meet time lines appears questionable.

DOC:ab
cc: A. Gordon Wyatt

9395

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

May 14, 1980

Mr. Gordon Wyatt
Project Coordinator
Public Works Department
Corvallis City Hall
501 SW Madison Avenue
Corvallis, OR 97330

NOTED
E. S. HUNTER

RE: Whitham Hill-Lantana
Circle Boulevard
Benton County

Dear Gordon:

As I promised, we have worked out a preliminary work schedule for the FEIS/4(f) Determination on the subject project. The main elements of the schedule are as follows:

June 13 - Complete noise, air quality and cultural resources.

June 20 - Complete rough draft of FEIS and 4(f) Determination, including comments and responses and summary of public hearing.

June 27 - Typing and graphics complete.

July 11 - OSHD, FHWA and City of Corvallis review complete.

July 31 - Revisions, final typing, proofing, and final graphics complete.

August 1 - Submit to FHWA for approval.

This should allow for obtaining design approval on or about the October 1 date we discussed the other day. Please let me know if you have any questions.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:ct

RECEIVED
TECHNICAL SERVICES
MAY 15 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9395

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:302-1939

INTER-OFFICE CORRESPONDENCE
April 14, 1980
Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Reprograming
Circle & Walnut Blvd. Projects
Corvallis Urban Area

TO: John Grassman
LOCATION PROGRAM ENGINEER

You requested an explanation of overruns on subject projects. In my review of expenditures to date compared to authorizations, I find only one area that could be considered overrun; city charges.

On the 2nd Authority for Survey for all three projects, funds were set up for City charges. The 3rd Authority did not show any 903 but converted the 903 monies to the Consultant function 904. Since the City chose not to bill for almost four years, the amount of billing is large and unexpected.

An extenuating circumstance is the longevity of the projects. This explains the City charges as one man spent approximately one half his time on the projects.

FHWA has been aware and concurred in all development activities to date. A supplement to the Consultant Agreement was approved in mid '78 for additional studies. This extended D-EIS work.

Review of sheet 1, attached, indicates funds should have been programmed when the second Authority's were written. These must have had justification to have been approved. Expenditures have not exceeded Authority for Survey amounts, in total, except City bills.

The third Authorities were apparently written to split the consultant charges three ways. FHWA did not authorize funds in this manner. Consultant fees were split between Circle W. and Walnut. The amount for the third authority on Circle E. is now adequate since consultant fees were not charged to its prefix. [redacted].

I've attached sheets 2 & 3 which shows FHWA authorizations, State Authorizations, expenditures to Mar. 1, 1980, and total funds required for the three projects. FHWA authorized funds up to design approval which have been expended. We now need funds to complete the projects to PS&E.

POS/rgh
cc: D. E. Swan

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ⑤
APR 15 1980
REFERRED TO ____ N
FOR ____
FILE: PM FA LG.

Sheet ① of 3

	FHWA Auth.		Auth. for Survey			
Project	date app'd	amount	No/date app'd	amount	Expended to 3-1-80	Unpaid City bills
Circle W.	2-76	$31,200	#1/2-76	$5,000		$12,000
	5&7-78	10,714	#2/7-76	49,000		
			#3/4-79	55450		
Totals		$41,714		$55,450	$63,871.35	
Walnut	2-76	$31,200	#1/2-76	$8,000		$13,000
	5&7-78	10,713	#2/7-76	50,000		
			#3/4-79	55,700		
Totals		$41,713		$55,700	$71,872.94	
Circle E.	6-76	$3,800	#1/6-76	$6,400		$14,000
			#2/7-76	47,500		
			#3/4-79	57,600		
Totals		$3,800		$57,600	$15,581.45	
					$151,325.74	

Total 2nd Auth. = $146,500
total 3rd " = $168,750

Section Arbol Place - Witham[illegible]ll Drive Prefix 302-1938 Auth. No. Sheet 2 of 3

Highway Circle Blvd (Cor[illegible]llis) Length County Benton

		FHWA	Authorized State	Spent to 3-80			Total Required
Field Survey	•(901)		5,000	5,231.47			7,500
Citizen Input	•(902)		300		12,000*	903	17,000
Consultant City	903 (904)		40,000	53,171.99			60,000*
Final Design	(905)		2,500				2,500
Bridge Design	(906)						
Preliminary Design	(907)						
R/W Descriptions	(909)						1,000
Soils & Geology	•(910)		300	71.92			1,500
Traffic	•(911)		500				500
Landscape	(912)						
Liaison	•(913)			62.04			1,000
Utility	•(914)		150	109.16			150
Photogrammetry	(916)						
Location Studies	(918)						
Engr. Graphics	(919)						
Office Engineer	(920)		100	13.40			100
Specifications	•(921)		800				500
Environmental	•(923)		3,000	3006.42			5000
Planning	(924)						
Foundation Exploration	•(926)						
Seminars	(950)		800	959.40			1000
Hearings	•(980)		2,000	2,565.35			2,600
~~Equal Opportunity~~	~~•(985)~~			CR 1349.50			
TOTALS		$41,714	$55,450	$63,871.35			$100,350

Field Office 77,265 FF

Field Survey % Complete

Remarks: *Bills totaling $12,000± have been received from City and are being held pending authorization of additional funds.

x City to hire consultant for final design.

Section Highland Drive - Kings Blvd. Prefix 302-1939 Auth. No.

Highway Walnut Blvd. Length County Benton

		(FHWA)	Authorized (State)	Spent to 3-80			Total Required
Field Survey	•(901)		2,000	4927.27			7,500
Citizen Input	•(902)		300	903 23.72	13,000*	903 —	15,000
Consultant City	903 (904)		40,000	53,172.01			53,200
Final Design	(905)		3,000				6,000
Bridge Design	(906)						
Preliminary Design	(907)			501.36			
R/W Descriptions	(909)		1,000				1,000
Soils & Geology	•(910)		400	113.06			1,500
Traffic	•(911)		500	166.32			500
Landscape	(912)						
Liaison	•(913)		1000	405.14			1,000
Utility	•(914)		150	126.92			500
Photogrammetry	(916)						
Location Studies	(918)		500	107.20			500
Engr. Graphics	(919)						
Office Engineer	(920)		100	13.40			150
Specifications	•(921)		600				2,000
Environmental	•(923)		4,000	11730.20		[illegible]	12,000
Planning	(924)						
Foundation Exploration	•(926)						
Seminars	(950)		150	311.07			500
Hearings	•(980)		1800	1503.93			1500
Equal Opportunity	•(985)			CR 1349.60			
TOTALS		$41,713	$55,700	$71,372.94			$103,000

Field Office $90,350 FF

Field Survey % Complete

Remarks: *Same as above remarks except amount is $13,000±

Sheet 3 of 3

Section 9th St – SPR Xing Prefix 302-1941 Auth. No.

Highway Circle Blvd. Length County Benton

		(FHWA) Authorized	(State)	Spent to 3·80		Total Required
Field Survey	(901)		5,000	8143.91		10,000
Citizen Input	~~(902)~~		300		14,000*	903 16,000
Consultant City	903 (904)		40,000			
Final Design	(905)		2500			7,500
Bridge Design	(906)					
Preliminary Design	(907)			96.36		
R/W Descriptions	(909)		1,000			1000
Soils & Geology	(910)		1500	1,222.47		1500
Traffic	(911)		500	233.50		4,000
Landscape	(912)					
Liaison	(913)		1,000	108.55		1000
Utility	(914)		200	103.13		500
Photogrammetry	(916)					
Location Studies	(918)		500			500
Engr. Graphics	(919)					
Office Engineer	(920)		100			100
Specifications	(921)		800			2000
Environmental	(923)		922 100 3000	15.40 4433.59		125 4 500
Planning	(924)					
Foundation Exploration	(926)					
Seminars	(950)		100	282.70		300
Hearings	(980)		1,000	851.29		1,000
Equal Opportunity	(985)					
TOTALS		*3,800	57600	15,541.85		*50,000
				~~Field~~		~~Office~~ *43,860 FF

Field Survey % Complete

Remarks: * Unpaid amount of City billings.

9395

Corvallis

STATE OF OREGON
ROAD DESIGN--Preliminary Design 378-6558

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: April 2, 1980

FROM: ADOlson
A. D. Olson
Preliminary Design Engineer

SUBJECT: Request for Proposal
N.W. Circle Blvd., FAU 2110
City of Corvallis
Benton County

✓ Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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APR 7 1980
ROAD DESIGN SECTION

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Witham Hill Drive-Arbol Place section of Circle Boulevard in Corvallis is the 1700 foot, more or less, section through the "undeveloped park". There is a dedicated 80-foot right of way--Dick Nelson made a location survey on the project. As written, the proposal would require the consultant to do his own field survey and redo or independently check all environmental studies, as well as making any other studies deemed necessary. He would be sensitive to all findings and recommendations of the FEIS and 4f statement, but his final plans would include "other measures as may be necessary and desirable for preserving adjacent park lands and open spaces".

The Draft EIS says that the street would stay within the 80-foot R/W, a short wall may be needed. The attached copy of plan, profile and typical section would indicate there isn't much room for "mitigating impacts" without getting on park land. It would appear that previous studies, commitments, the election, etc., tie this project to the point where there isn't the latitude implied by the "Request for Proposal" unless the assignment includes a development plan for the park and allows use of park land. If such is the case, the Environmental Section is not aware of it. It would be necessary to include this information in the Final EIS and 4f statement. These documents have not yet been prepared.

I am not aware of the reasons why the City or State should not complete the plans. If it is appropriate to have a consultant prepare the final plans, there needs to be a clearer understanding of what data is to be provided to him, and what data must be independently developed or cross-checked. Previous experience indicates these two areas are the expensive part of consultant agreements.

ADO:cj
Attachments

Copy to Phil Stearns -
per JHV
ADO.

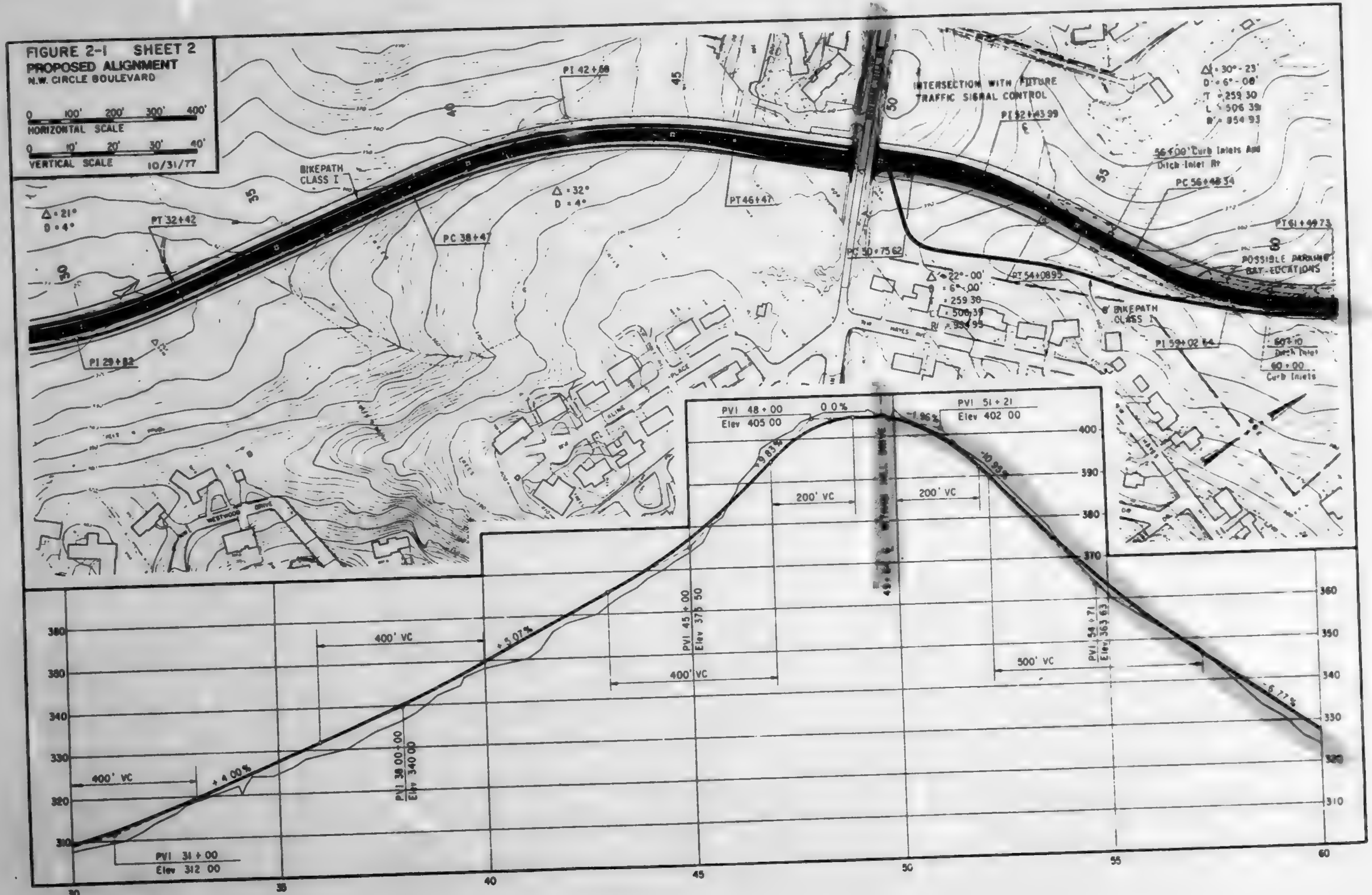


FIGURE 2-1 SHEET 2
PROPOSED ALIGNMENT
N.W. CIRCLE BOULEVARD

0 100' 200' 300' 400'
HORIZONTAL SCALE
0 10' 20' 30' 40'
VERTICAL SCALE
10/31/77
Δ = 21°
D = 4°
PT 32+42
PI 29+82
30
35
40
45
50
55
60
BIKEPATH CLASS I
PC 38+47
Δ = 32°
D = 4°
PI 42+68
PT 46+47
INTERSECTION WITH FUTURE TRAFFIC SIGNAL CONTROL
PI 52+43.99
Δ = 30° - 23'
D = 6° - 08'
T = 259.30
L = 506.39
R = 854.93
56+00 Curb Inlets And Ditch Inlet Rt
PC 56+48.34
PT 61+49.73
POSSIBLE PARKING BAY LOCATIONS
PC 50+75.62
Δ = 22° - 00'
D = 6° - 00'
T = 259.30
L = 506.39
R = 854.93
PT 54+08.95
BIKEPATH CLASS I
PI 59+02.64
60+10 Ditch Inlet
60+00 Curb Inlets
PLACE
KLINE
WESTWOOD DRIVE
HAYES AVE
PVI 31+00
Elev 312.00
400' VC
+4.00%
PVI 38.00+00
Elev 340.00
400' VC
+5.07%
PVI 45+00
Elev 375.50
400' VC
+9.83%
PVI 48+00
Elev 405.00
0.0%
200' VC
200' VC
-1.96%
PVI 51+21
Elev 402.00
-10.93%
500' VC
PVI 54+71
Elev 363.63
-6.77%
310
320
330
340
350
360
370
380
390
400
30
35
40
45
50
55
60

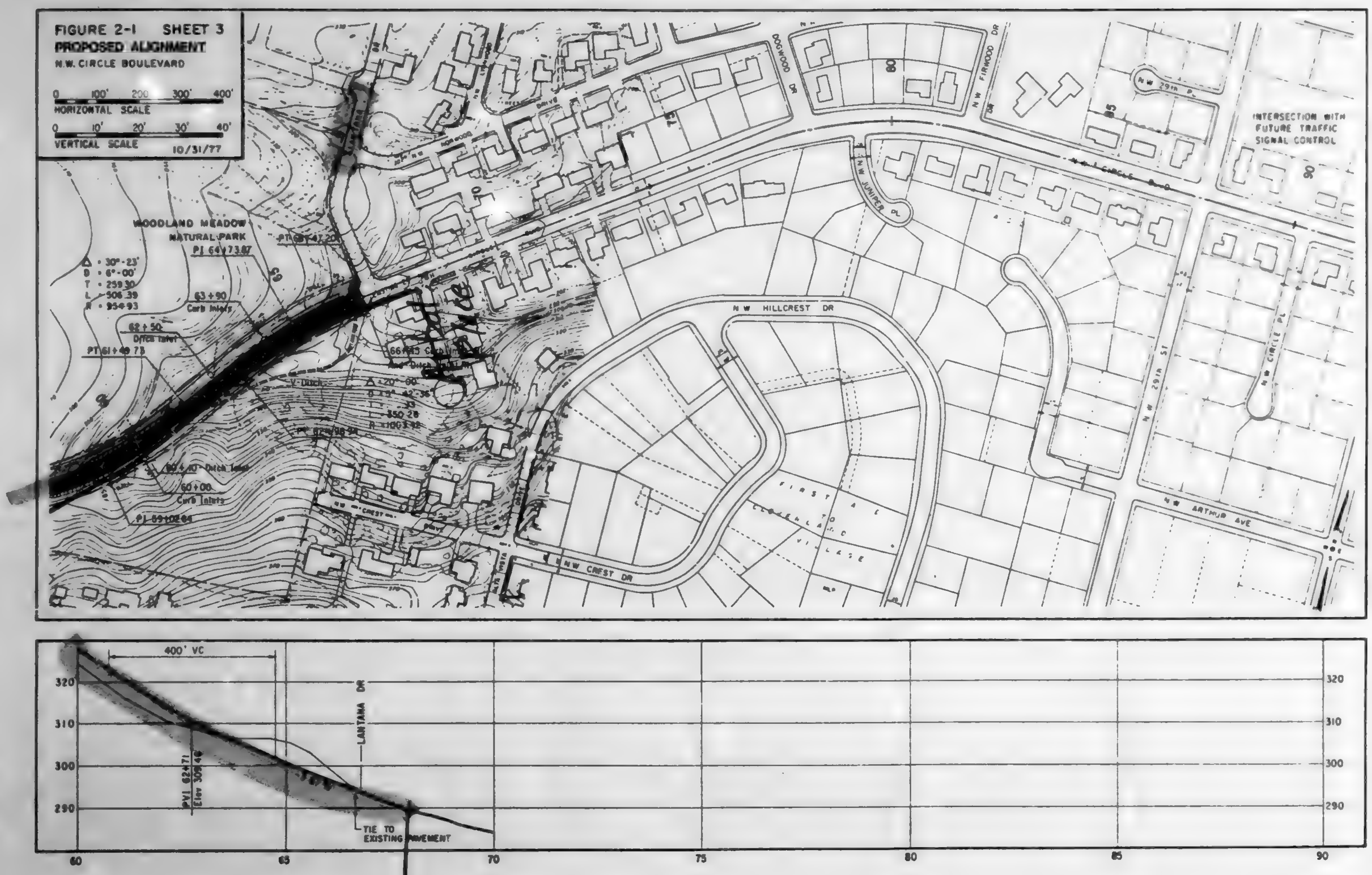


FIGURE 2-1 SHEET 3
PROPOSED ALIGNMENT
N.W. CIRCLE BOULEVARD

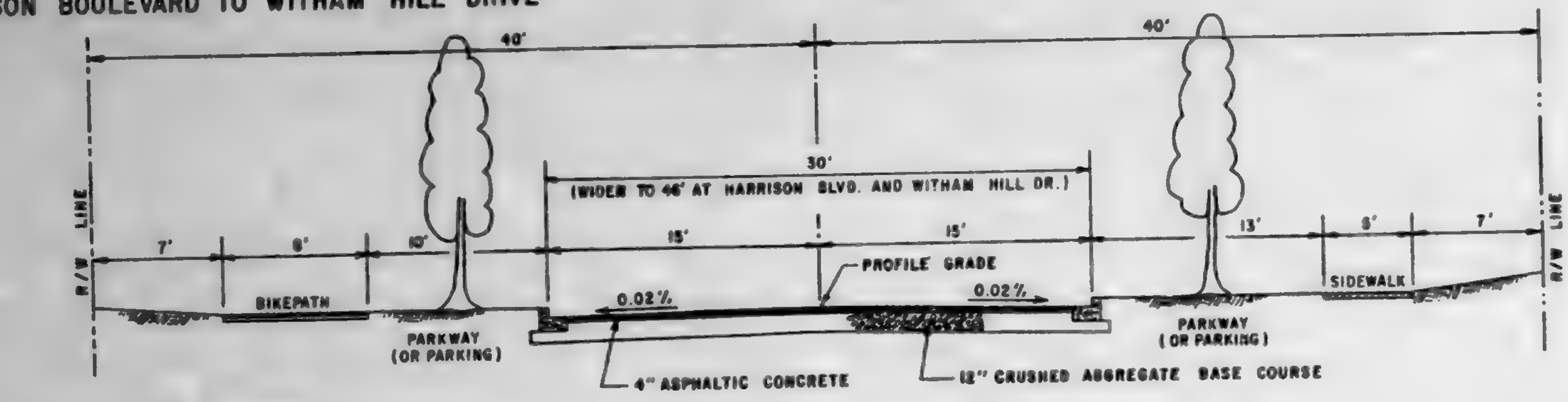
10/31/77

0 100' 200 300' 400'
HORIZONTAL SCALE
0 10' 20' 30' 40'
VERTICAL SCALE
WOODLAND MEADOW
NATURAL PARK
PI 64+73.87
Δ = 30°-23'
D = 6°-00'
T = 259.30
L = 506.39
R = 954.93
63+90
Curb Inlets
62+50
Ditch Inlet
PT 61+49.73
V-Ditch
60+40 Ditch Inlet
60+00
Curb Inlets
PI 59+02.84
66+13 Curb Inlets
350.28
R = 1003.92
NW CREST DR
NW HILLCREST DR
NW JUNIPER PL
DOGWOOD DR
NW FIRWOOD DR
NW CIRCLE BLVD
NW 29TH PL
NW 29TH ST
NW CIRCLE PL
NW ARTHUR AVE
FIRST ADD. TO CLOVERLAND VILLAGE
INTERSECTION WITH FUTURE TRAFFIC SIGNAL CONTROL
65
70
75
80
85
90
400' VC
PVI 62+71
Elev 309.46
LANTANA DR
TIE TO EXISTING PAVEMENT
320
310
300
290
60
65
70
75
80
85
90

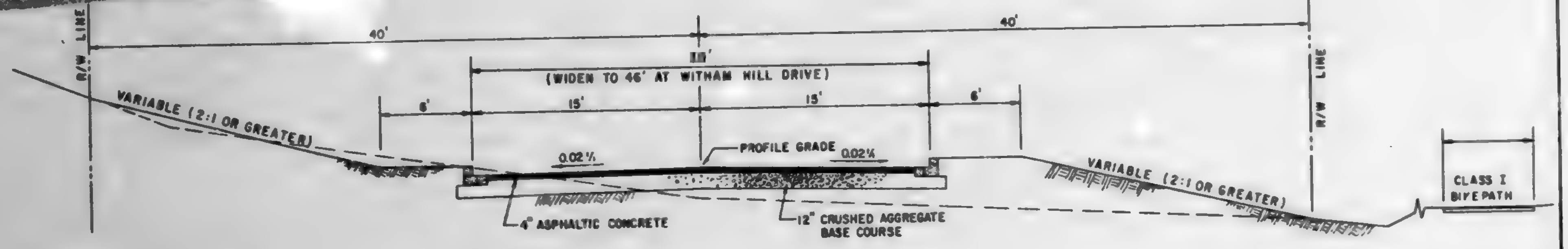
Arbol Place

Arbol Place

HARRISON BOULEVARD TO WITHAM HILL DRIVE


40'
40'
30'
(WIDEN TO 46' AT HARRISON BLVD. AND WITHAM HILL DR.)
R/W LINE
7'
8'
10'
15'
15'
13'
8'
7'
R/W LINE
PROFILE GRADE
BIKEPATH
0.02%
0.02%
SIDEWALK
PARKWAY
(OR PARKING)
PARKWAY
(OR PARKING)
4" ASPHALTIC CONCRETE
12" CRUSHED AGGREGATE BASE COURSE

[redacted]


R/W LINE
40'
40'
(WIDEN TO 46' AT WITHAM HILL DRIVE)
R/W LINE
VARIABLE (2:1 OR GREATER)
6'
15'
15'
6'
PROFILE GRADE
0.02%
0.02%
VARIABLE (2:1 OR GREATER)
CLASS I
BIKEPATH
4" ASPHALTIC CONCRETE
12" CRUSHED AGGREGATE
BASE COURSE

[redacted]

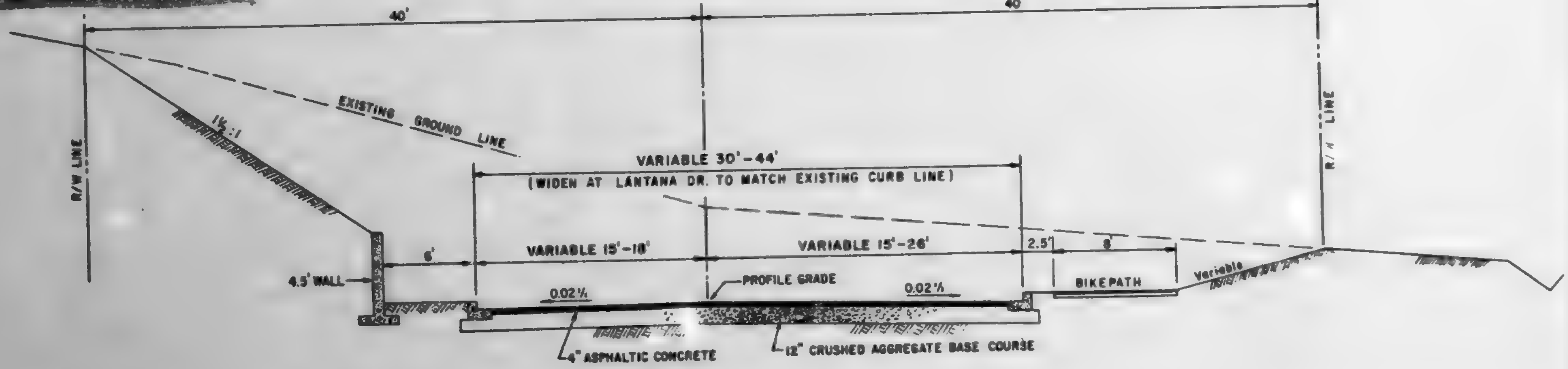

40'
40'
EXISTING GROUND LINE
1½:1
R/W LINE
R/W LINE
VARIABLE 30'-44'
(WIDEN AT LANTANA DR. TO MATCH EXISTING CURB LINE)
6'
VARIABLE 15'-18'
VARIABLE 15'-26'
2.5'
8'
4.5' WALL
PROFILE GRADE
0.02%
0.02%
BIKEPATH
Variable
4" ASPHALTIC CONCRETE
12" CRUSHED AGGREGATE BASE COURSE

FIGURE 2-2 Sheet I
TYPICAL ROADWAY SECTIONS-CIRCLE BOULEVARD

9395

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION (503) 757-6941

March 20, 1980

Phillip O. Stearns
Region II Federal Aid Engineer
P.O. Box 14030
Salem, Oregon 97310

SUBJECT: RFP, NW Circle Blvd.
#74-588

Dear Phil:

Forwarded for your review and comment is a draft Request For Proposal for obtaining consultant services to do the final P.S. & E. for the N.W. Witham Hill Drive to Arbol Place Section of N.W. Circle Boulevard. You will please note the specific reference on page 6 relating to when work could commence. The object is to select a qualified consultant prepare the contractual paperwork, a supplemental agreement, and so forth, so that there would be a minimal delay in getting the P.S. & E. completed once authorized.

As you can see I am, by copies of this transmittal, also asking for the comments of others as well as yours. We would appreciate having all comments returned to us by April 13, 1980.

We would also appreciate a listing of consultants that the State feels would be qualified and who have a good performance record.

If there are any questions in this regard, please call me.

Very truly yours,

A. Gordon Wyatt
Project Coordinator

AGW:gs
cc: City Engineer
Public Works Director
Gary Potter
Frank G. Terpin
J.H. Verstieg ✓
Bill Kappus

enclosure

RECEIVED
MAR 27 1980
ROAD DESIGN SECTION

____Versteeg____
____Anderson____
____Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

Do Not File ☐
Return To____
Bring Up____/____/____
Action____

REQUEST FOR A PROPOSAL

N.W. Witham Hill to N.W. Arbol Place Section

of

N.W. CIRCLE BOULEVARD, FAU 2110

TABLE OF CONTENTS

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INTRODUCTION....................1
PROJECT BACKGROUND....................1
OBJECTIVES OF PROJECT....................2
SCOPE OF WORK....................3
ORGANIZATION OF PROPOSAL....................4
CONSULTANT SELECTION PROCESS....................4
SUBMISSION REQUIREMENTS....................6

WP/11/196/730

INTRODUCTION

The City of Corvallis, hereinafter referred to as the "City", is seeking the services of a qualified consultant to prepare the Final Design, Plans, Specifications and Estimates of Cost (P.S. & E.) for the NW Witham Hill Drive to NW Arbol Place section of NW Circle Boulevard.

The City and/or the Oregon Department of Transportation (ODOT) have the staff capability for preparation of the final P.S. & E., however, the City Council has also determined that a consultant would be hired to perform the Final Design functions relating to this project.

The selected consulting firm shall have a demonstrated sensitivity for environmental concerns and in urban street design and shall have available the professional staff and technical expertise necessary to conduct the Final Design functions for this project.

The major portion of the abutting property is dedicated for open space, parks and recreational uses. The consultant selected shall have a demonstrated expertise and ability in developing and implementing measures for mitigating environmental impacts and for the preservation of existing landscape and topograghical conditions that may be identified during the environmental studies.

The consultant shall have available and assign to the project a manager who has the demonstrated ability of managing a design team.

PROJECT BACKGROUND

This proposed project will be funded with Federal and State funds and is therefore subject to the guidelines and regulations contained in the latest edition of The Oregon Action Plan For Transportation Planning, appropriate Federal-Aid Highway Program Manuals, and the National Environmental Policy Act. The Environmental Section, Oregon State Highway Division is preparing the Final Environmental Impact Statement and the Section 4(f) Statement. These statements will include specific recommendations and conceptual designs for mitigating environmental impacts. The consultant will be sensitive to these measures and will include such other measures as may be necessary and desirable for preserving adjacent park lands and open spaces.

The project will be managed by the Project Coordinator and the consultant will be expected to maintain liason with the Project Coordinator throughout the course of the design. The Project Coordinator assigned to this project is the Principal Engineer, Engineering Division, City of Corvallis.

OBJECTIVES OF PROJECT

The objectives of the project are to complete all of the required Final Design and the preparation of detailed plans, specifications and cost estimates (P.S. & E.) for constructing the NW Witham Hill Drive to NW Arbol Place Section of NW Circle Boulevard. The final design and P.S. & E. shall include the detailed plans for mitigating negative environmental impacts and masures that have specific sensitivity for environmental concerns, for public safety and for the preservation of the abutting park lands and open space.

The consultants will be expected to provide their own data requirements and analysis. Access to and copies of public records, reports, files, pictures, drawings, maps and other data will be provided or made available for the consultant's use. The compilation, tabulation and analysis of data will be the consultants responsibility. This does not preclude some work by State or local agencies when such agencies volunteer to provide such service; however, any such offer of volunteer service must be made in writing by a responsible person of the agency. The consultant will have the responsibility for developing all maps, diagrams, drawings, data tabulations, design data, etc., that will be required for completing the various requirements of the final design for the entire project.

SCOPE OF WORK

The Scope of Work constitutes the items of work that will be included in the total project. The consultant will develop a detailed Scope Of Work in his proposal that will be the basis for negotiating the final Scope Of Work that will be included in the Consultant's Agreement.

The consultant will be responsible for preparing the final design in the format and to the detail required by the Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). The detailed plans, specifications, and estimates will be subject to review and approval by the City, by ODOT and FHWA. The final design will include, as a minimum, all proposed mitigating measures for minimizing the adverse impacts, Section 4(f) impacts and for preservation of the abutting park lands and open space. The final design will be drafted on standard mylar Federal-Aid sheets as required by ODOT and shall include the plans, profiles, typical sections and other details as may be pertinent to the project. The final design will include the Oregon Professional Engineers License stamp for the engineer in charge of and responsible for the final design.

The final design will include the preparation of the project Special Provisions (specifications) and Special Conditions that will be included in the final contract document for construction. Also included shall be the listing of all Proposal items, the estimated quantities required for the construction items and an Engineer's Estimate of the cost of the project.

ORGANIZATION OF THE PROPOSAL

The consultants Proposal must include, as a minimum, the following items.

1. A detailed work plan describing specific tasks necessary for full treatment of the topics listed in the Scope Of Work. The description of tasks should include methods of data collection and analysis. If the consultant chooses to modify the Scope of Work outline included in this Request For Proposal, the modifications should be explained, in detail.
2. A listing of all key staff and management to be used in the study, including a description of qualifications, skills, resumes, and responsbilities in the study.
3. A work schedule showing dates of completion of tasks outlined in the proposal.
4. Cost estimates - both totaled and itemized by tasks included in the consultants Proposal.
5. A list of any subcontractors who may be used on the project and a description of their tasks, responsibilities, and qualifications.
6. References of former clients and summaries of samples of previous work that demonstrates consultants ability to do this work.
7. A statement of offer signed by an individual authorized to bind the consultant.

CONSULTANT SELECTION PROCESS

The consultant selection process will be carried out under the laws of the State of Oregon and the City of Corvallis. The consultant will be selected by a committee composed of various representatives of the City and ODOT. A rating sheet may be used to judge the Proposal and the experience and capabilities of the consultants. Interviews will be scheduled at the discretion of the selection committee.

Each Proposal received in response to this request will be judged as a demonstration of the consultants capabilities and the understanding of the project. More specifically the Proposal will be judged on the basis of the following criteria:

1. Awareness of key project issues;
2. Demonstrated understanding of environmental impact analysis and sensitivity toward environmental concerns;
2. Appropriate methods of data collection and evaluation;
3. Familiarity with legal requirements and guidelines;
4. Demonstrated ability in urban street design;
5. Demonstrated ability in mitigating adverse impacts and preservation of existing conditions;
6. Organization, thoroughness and clarity of proposal;
7. Costs appropriate to the scope of work; and,
8. Proposed working relationship with the City and ODOT.

The contract will be awarded only to a qualified consultant. Minimum standards for qualification are:

1. Having the financial resources for the performance of the Contract with the ability to obtain such resources;
2. Having the ability to comply with the proposed time schedule for this project;

3. Having the necessary expertise, organization, technical and managerial staff and the facilities to carry out the project;
4. Have an adequate past record of performance;
5. Be an Equal Opportunity Employer, and being otherwise qualified by law to receive the Contract;
6. Be licensed to do business and perform professional engineering services in the State of Oregon.

SUBMISSION REQUIREMENTS AND NOTIFICATION OF CONSULTANT

The response to this request in the form of a formal complete Proposal must be received by the City no later than 2:00 p.m. on June 30, 1980. Proposals or modifications thereof received after the above hour and date will not be considered. Ten copies of the Proposal must be sent. All copies of the Proposal are to be mailed or delivered to:

Project Coordinator
Engineering Division
City Hall
501 S. W. Madison Avenue
Corvallis, Oregon 97330

All consultants submitting a Proposal will be notified of the decision of the selection committee by July 31, 1980 by U.S. Mail. All consultants selection activities, including interviews are expected to be completed by September 1, 1980. The consultant selected is expected to commence work not later than thirty (30) days after the receipt of the Contract and a written Notice to Proceed. No work on the project can commence prior to the approval of the Final Environmental Impact Statement and the Section 4(f) Statement and the receipt of project authorization by ODOT and FHWA.

Following the receipt of project authorization by ODOT and FHWA and a written Notice To Proceed by the City the consultant shall have period of four (4) months to complete the final design and obtain the necessary approval of the plans, specifications, and estimates and such other work as will be outlined in the Contract. In the event that the consultants submitting the Proposal deems that the above specified time is inappropriate or impossible to achieve he shall have the option of outlining a different schedule as a part of his Proposal. If he is selected and a Contract is reached his schedule, as negotiated, shall be a binding part of the Contract.

AGW:fmb

9395

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

March 17, 1980

Phil Stearns

FROM: Phillip O. Stearns
Region Federal Aid Engineer

TO: D. H. Moehring
Assistant State Highway Engineer

SUBJECT: Lantana Dr.-Witham Hill Dr.
Section
Circle Blvd. - FAU 2110
Corvallis Urban Area

Attached is correspondence from City of Corvallis requesting subject project be advanced. State is to prepare the final EIS and 4(f) statement.

City intends to hire a consultant to perform the final design. This will require supplementing the agreement between City and State.

Please forward the documents through appropriate channels for advancing the project.

POS/mdd

Attch.

3-18-80

Discussed, City's proposal
to have design performed
by consultant, with Bill
Kappus. we decided a letter
to City stating best for state
to prepare since we did survey,
not that costly for us to finish
vs. consultant, best use of funds.
Stearns will get w/Kappus & write
letter. Kappus to call Wyatt.
State will prepare FEIS & 4-F says Gary P.
by end of 1980.

PROJECT MANAGEMENT BRANCH
[✓ SHE ☐] STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
MAR 18 1980
REFERRED TO ______
FOR ______
FILE: PM FA LG.

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION (503) 757-6941

March 10, 1980

Mr. Phillip O. Stearns
Region II Federal Aide Engineer
P.O. Box 14030
Salem, Oregon 97310

SUBJECT: N.W. Circle Blvd.
Project #74-588

Dear Mr. Stearns:

Forwarded herewith are copies of (1) a February 26, 1980 memorandum from the City Attorney to the Mayor and City Council; (2) a February 27, 1980 memorandum from the Public Works Department to the Mayor and City Council; (3) the City Council minutes of March 3, 1980; and (4) a copy of the Initiative (sample ballot) and the certification of the election. This transmittal should supersede the previous transmittals of October 15, 1979 and November 5, 1979 which included the Resolution and Findings of Fact relating to the N. W. Witham Hill Drive to Arbol Place section of N. W. Circle Blvd.

By a unanimous vote of the City Council they have approved the Public Works Department recommendations to advance the projects by having the State complete the Final Environmental Impact Statement and any required Section 4(f) Statement.

The City Council has indicated their desire to hire a consultant to prepare the final design. We are in the process of preparing a Request For Proposal for the consultant selection process and will forward a draft copy for your review and comment as soon as it is ready.

Please contact me if you have any questions in this regard.

Very truly yours,

A. Gordon Wyatt
Principal Engineer

AGW/cgr

cc Public Works Director
City Engineer
Gary Potter, Environmental Mgr.
Oregon Hwy. Div.

enclosure

I hereby certify that the following documents - the abstract of votes from the Special Election on February 19, 1980, the Public Works Department memorandum to the Mayor and City Council dated February 27, 1980, and the memorandum from City Attorney Fewel to the Mayor and Council dated February 26, 1980 are true and correct copies of those documents presented to the Corvallis City Council at their meeting on March 3, 1980.

Kenneth M Thompson
City Recorder
City of Corvallis

ELECTION RESULTS

1 1

ELECTION:
SPECIAL ELECTION
BENTON COUNTY, OREGON
FEBRUARY 19, 1980

REPORT TYPE: ☑ CUMULATIVE ☐ PRECINCT

VOTING POSITION	VOTING POSITION	VOTES-BALLOTS CAST	PERCENTAGE	TO BE ELECTED
PRECINCTS COUNTED	20			
BALLOTS CAST/PERCENTAGE		5937	28.9	
REGISTRATION		20530		
51 INITIATIVE PET. CIRCLE BLVD. CORVALLIS				
YES 11	11	4375	74.8	1
NO 12	12	1421	24.2	
UNDERVOTES		48	.8	
OVERVOTES		4	.0	
1 CITY OF MONROE BOND $125,000				
YES 14	14	72	80.8	1
NO 15	15	16	17.9	
UNDERVOTES		1	1.1	
OVERVOTES		0	.0	

Date of Abstract:
Febriaru 19, 1980

Signature of County Clerk

I certify that the votes recorded on this abstract correctly summarize the tally of votes cast at the election indicated.

RECEIVED BY
MAR 11 1980
ENGINEERING DIVISION

CITY OF CORVALLIS

COUNCIL ACTION MINUTES

March 3, 1980

The regular meeting of the City Council of the City of Corvallis, Oregon was called to order at 12:11 p.m. on Monday, March 3, 1980 in the Council Chambers of the City Hall, 501 S.W. Madison Avenue, Corvallis, Oregon, with Mayor Alan Berg presiding.

I. ROLL CALL

PRESENT: Mayor Berg, Councilmembers Davis, Tucker, Cropsey, Nored, McNeese, Ratzlaff, Reiman, and Byers

ABSENT: Councilmember Coberly

II. READING OF MINUTES

It was moved, seconded, and unanimously carried to approve as received the minutes of the City Council worksession on January 28, and the City Council meeting of February 19.

III. UNFINISHED BUSINESS

Memorandums from City Attorney Fewel and the Public Works Department regarding the extension of Circle Boulevard from Lantana to Witham Hill Drive were noted. It was moved, seconded, and unanimously carried to adopt the three recommendations as stated in the February 27 Public Works memorandum to the Mayor and Council. These recommendations are:

1. An engineering consultant with sensitivity toward environmental concerns is to be retained to complete the necessary plans, specifications, and estimates necessary to advance the project to construction.

2. The project is to incorporate landscaping, berming, screening, or other appropriate measures to mitigate impacts upon abutting park lands.

3. That the final EIS and 4f requirements be completed by the State.

IV. MAYOR, COUNCIL, AND STAFF REPORTS

A. MAYOR'S REPORT: Mayor Berg requested an executive session pursuant to ORS 192.660(1)(e) to discuss real property acquisition. It was moved, seconded, and unanimously carried to hold an executive session at 1:00 p.m. as stated.

C. CITY MANAGER'S REPORT: City Manager Pokorny suggested a joint City Council-Planning Commission session at noon on March 24 to discuss the progress of the work on the various elements of the Comprehensive Plan and how to meet the Comprehensive Plan deadlines. He also suggested a meeting on March 12 with the Downtown Commission to review their progress.

City Manager Pokorny noted that at the evening meeting there will be a report on the transit system options and decisions that need to be made.

D. FINANCE DIRECTOR'S REPORT: Finance Director Thompson presented the budget report for January 1980.

An application from Lyon's Restaurants in Oregon, Inc., to change from a RMB to a DC liquor license for the restaurant at 1115 N.W. Ninth Street was presented. It was moved, seconded, and unanimously carried to recommend approval of this liquor license application.

An application from Sandra Naderi-Nejad and Kozem Talebon for a change of ownership for the RMB liquor license at the Mill Pond, 1857 N.W. Ninth Street was presented. It was moved, seconded, and unanimously carried to recommend approval of this liquor license application.

An application from the Southland Corporation for a PS liquor license for a 7-Eleven Store to be located on the southeast corner of S.E. Third Street and Richland Avenue was read to the Council for the first time.

The abstract of votes from the special election, February 19, 1980 were presented (said abstract follows this page).

F. PUBLIC WORKS DIRECTOR'S REPORT: Public Works Director Randolph presented for the Council's information a copy of the appeal filed with the Civil Aeronautics Board objecting to the Board's Essential Air Service Determination for Albany/Corvallis and the City's objection to the Notice of Appeal of the Essential Air Service Determination filed by Air Oregon.

G. CITY ENGINEER'S REPORT: City Engineer Baxter presented plans and specifications for Paving District 653, alley north of Polk between Fifth and Sixth Streets, and Sanitary Sewer District 209, 17th Street (Parkside Subdivision). It was moved, seconded, and unanimously carried to approve the plans and specifications and authorize the call for bids for Paving District 653 and Sanitary Sewer District 209 (Councilmember Byers declared a conflict of interest with regard to Sanitary Sewer District 209 and did not vote on this matter).

I. OTHER DEPARTMENT AND DIVISION REPORTS: Deputy City Attorney Rodeman notified the Council that the City has been served with a notice of intent to appeal in the case of Maxwell v. City before the Land Use Board of Appeals (Charlemagne).

VII. COMMITTEE, BOARD, AND COMMISSION REPORTS

FIRE AND UTILITIES COMMITTEE - February 26

Item 2, that a public hearing be set on March 17, 1980 to receive public comment on the Philomath Water Contract renewal in accordance with the Charter provision; and the statement authorizing the City Manager were moved, seconded, and unanimously carried.

FINANCE, LAW AND ORDER COMMITTEE - February 20

Item 1, recommending approval of the amendment to the Regional Automated Information Network (RAIN) contract; and the statement authorizing the City Manager were moved, seconded, and unanimously carried.

PARKS AND RECREATION ADVISORY BOARD - February 26

Item 7, the Board's recommendation regarding a proposed agreement with the State for use of the land at the Aquathusiast's site for boat launching and to apply to the State Marine Board for improvements to that site and a new one in Willamette Park were referred to the Public Works Committee. It was moved, seconded, and unanimously carried to accept these minutes for filing.

ECONOMIC PLANNING COMMITTEE - January 29 and February 1, 4, 8, 12, and 15

It was moved, seconded, and unanimously carried to accept these minutes for filing.

BENTON GOVERNMENT COMMITTEE - February 14

Item 6, the recommendations from the Committee regarding a proposed fare for the transit loop were referred to the Transit Committee through the Public Works Committee. Item 4, approval of the 911 System in concept and to encourage further work on the project; and the statement authorizing the City Manager were moved, seconded, and unanimously carried.

DOWNTOWN COMMISSION - February 12

It was moved, seconded, and unanimously carried to accept these minutes for filing.

PLANNING COMMISSION - January 23

It was moved, seconded, and unanimously carried to accept these minutes for filing.

HOUSING AND COMMUNITY DEVELOPMENT COMMITTEE - January 11 and 14

It was moved, seconded, and unanimously carried to accept these minutes for filing.

VIII. ORDINANCES AND RESOLUTIONS

A RESOLUTION amending the resolution of August 20, 1979 regarding the Banks annexation was moved, seconded, and adopted by a unanimous vote of the Council (said resolution follows this page).

ORDINANCE NO. 80-14 amending Ordinance No. 79-57 regarding the Banks annexation was read to the Council for the first time and passed by a unanimous vote.

It was moved, seconded, and unanimously carried to go into executive session at 12:50 p.m. instead of 1:00 p.m. as previously stated. The Council meeting was recessed at 12:50 p.m. for the executive session.

The Corvallis City Council went into executive session at 12:52 p.m. on Monday, March 3, 1980 in the City Hall Council Chambers. Present were Mayor Berg and Councilmembers Davis, Tucker, Cropsey, Nored, McNeese, Ratzlaff, Reiman, and Byers. Councilmember Coberly was absent.

Mayor Berg stated that he had requested the executive session so that the Council could be brought up to date on the proposals to acquire land for the extension of Walnut Boulevard and at Grant and Kings Boulevard. The status of the negotiations for acquisition of these parcels and proposals for funding the purchases were discussed by the Council.

The executive session was adjourned at 1:10 p.m.

The regular meeting of the City Council of the City of Corvallis, Oregon was reconvened at 7:30 p.m. on Monday, March 3, 1980 in the Council Chambers of the City Hall with Mayor Alan Berg presiding.

I. ROLL CALL

PRESENT: Councilmembers Davis, Tucker, Cropsey, Nored, McNeese, Ratzlaff, Coberly, Reiman (Councilmember Byers arrived at 7:34 p.m.)

IV. MAYOR, COUNCIL, AND STAFF REPORTS

G. CITY ENGINEER'S REPORT: City Engineer Baxter reviewed for the Council the State and Federal grants available to the City for acquisition of new buses for the City transit system. It is anticipated that three new buses acquired through the State Transit Division can be delivered in September 1980. He presented three options to the Council ranging from a minimum option of a one year capital levy for acquisition of three buses and an operating levy for a three year period to a maximum option of a one year capital levy to acquire five buses and an operating levy for three buses for two years with the additional two buses added in the following years. He outlined the potential funding available, the net cost to the City for these various options and compared the cost to the taxpayers for the capital and operating levies. The staff recommends Option 1, the minimum option, with the inclusion of additional buses in the Capital Improvement Program. Mayor Berg referred this report to the Transit Committee for their review.

VI. PUBLIC HEARINGS - 8:00 P.M.

MAYOR BERG OPENED THE PUBLIC HEARING on the proposed assessment roll for Storm Drain District 704, Conifer Boulevard. No written remonstrances were received, no one appeared to speak, and the public hearing was closed.

MAYOR BERG OPENED THE CONTINUED PUBLIC HEARING to consider planned development zoning upon annexation for portions of Sunset Park and to consider submitting the Sunset Park annexation to the voters. (Councilmember Reiman declared a potential conflict of interest and left the meeting at this time.)

Planning Director Coffee explained that the public hearing had been continued so that additional parcels recommended by the Planning Commission for inclusion in the annexation could be contacted. He outlined the parcels on which consent to annex forms have been received and those which have not consented to annexation. He explained the method by which property may be annexed without the owner's consent. He outlined the various land uses in the proposed annexation and further discussed the proposal for the commercial area.

Paul Green of Ling, Green, and Associates, representing the owners on the original annexation proposal, offered to answer questions from the Council regarding this annexation.

No one further appeared to speak and the public hearing was closed. (This hearing was conducted pursuant to Ordinance 73-72 with all witnesses having been sworn and all other procedures of said ordinance having been followed.)

IV. MAYOR, COUNCIL, AND STAFF REPORTS (Continued)

A. MAYOR'S REPORT: Mayor Berg presented appointments to the Parks and Recreation Advisory Board and the Source Separation Board to be acted on by the Council at the next meeting.

VIII. ORDINANCES AND RESOLUTIONS

ORDINANCE NO. 80-15 confirming the assessment roll and docketing for Storm Drain District 704, Conifer Boulevard, was read to the Council for the first time and passed by a unanimous vote.

ORDINANCE NO. 80-16 relating to planned development zoning upon annexation for portions of Sunset Park was read to the Council for the first time and passed by a unanimous vote.

A RESOLUTION submitting the Sunset Park Annexation to the voters on May 20, 1980 was moved, seconded, and adopted by a unanimous vote (said resolution follows this page).

AN ORDINANCE calling an election for the Foursquare-Conifer Village and Sunset Park Annexations on May 20, 1980 was read to the Council for the first time.

(Councilmember Reiman returned to the meeting at this time.)

X. ADJOURNMENT

By motion, seconded, and unanimously carried the meeting was adjourned at 8:48 p.m.

City Recorder

APPROVED BY:

Mayor

WP-5-255-100

City of Corvallis

ADMINISTRATIVE OFFICES

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
P.O. BOX 1083
CORVALLIS, OREGON 97330

CITY MANAGER 757-6901
MAYOR 757-6901
PERSONNEL 757-6902
PUBLIC WORKS DIRECTOR 757-6903

*** MEMORANDUM ***

February 27, 1980

TO: Mayor and City Council

FROM: Public Works Department

SUBJECT: Circle Boulevard - Lantana to Witham Hill

While the City Attorney's Office has written an opinion that the passage of the Circle initiative measure makes Council action on this issue unnecessary, the staff of the Public Works Department feels strongly that there are two desireable actions which the Council should take.

In order to have a timely project that is acceptable to the community, staff believes the following recommendations should be forwarded to the State with the notice of passage of the initiative measure:

(1) An engineering consultant with sensitivity toward environmental concerns is to be retained to complete the necessary plans, specifications, and estimates necessary to advance the project to construction.

(2) The project is to incorporate landscaping, berming, screening or other appropriate measures to mitigate impacts upon abutting park lands.

This recommendation is made by your staff in the belief that the entire community is interested in securing an attractive and compatible facility. We further believe that this is best accomplished by a professional consulting firm. We do not believe that this approach will result in substantial project delays and it does give the City a measure of control in relation to the mitigating measures.

Staff further recommends that the final EIS and 4f requirements be completed by the State. The State is already responsible for the final work on the other FAU projects and this is a logical extension of that work.

If the City Council concurs in this approach, they should, by motion, approve each of these three recommendations.

Michael M. Randolph,
Public Works Director

MR/scr

City of Corvallis

OFFICE OF THE CITY ATTORNEY

Scott A. Fewel, City Attorney
456 S.W. Washington Street
Corvallis, Oregon 97330
Phone (503) 752-5155

Rick Rodeman, Deputy City Attorney
501 S.W. Madison Avenue
Corvallis, Oregon 97330
Phone (503) 757-6906

MEMORANDUM

February 26, 1980

TO: Mayor and Council

FROM: City Attorney Fewel

SUBJECT: Circle Boulevard Initiative

The purpose of this memorandum is to explain the course of action required of the City as a result of the February 19, 1980 initiative election. The actual language contained in the measure, not the ballot title, is as follows:

> "BE IT RESOLVED, that the City Council is directed to authorize and prepare the final environmental impact statement and final design and proceed with construction of the proposed FAU Project 2110 M/2110/(1) commonly referred to as the Northwest Circle extension from Lantana to Witham Hill Drive as per the original alignment extending from Lantana to Witham Hill and intersecting with Witham Hill Drive southeasterly approximately 500 feet from Woodland Drive and approximately 380 feet from the N. W. Hayes Avenue intersection as particularly described in a deed conveyed on the 13th day of January 1975 from Leland D. Corl and Mabel L. Corl and accepted by the City of Corvallis, February 3, 1975 and recorded in Benton County, microfilm records M-53596."

The Oregon Department of Transportation procedure requires the City to authorize the advancement of FAU projects. By forwarding this resolution to the ODOT we would be accomplishing that. The adoption of the resolution by the voters of the City requires us to forward this legislation to ODOT after the vote has been canvassed and reported to the Council. Therefore, no additional action is required of the Council. The staff will be forwarding that legislation to the ODOT. In addition, we will be informing them that the previous resolution with attached instructions has been superseded by the initiative legislation and would ask them to proceed with the advancement of the project as outlined in the initiative legislation.

It should be brought to your attention that the original transmittal to ODOT contained two conditions which were not mentioned in the initiated legislation. They related to incorporation of mitigating measures and selection of a consultant to prepare the additional work necessary to further the project. It is my opinion that the conditions are not a part of the legislation passed by the voters because the initiative measure did not refer to them. It is my understanding from discussions with City staff that these measures are considered important and should be adopted by the Council. A simple motion to adopt them as stated in the public works report included in this Council packet would accomplish that fact.

If you have any questions concerning the impact of the election or the conditions recommended by City staff, please do not hesitate to contact Rick Rodeman as he is fully informed on the issue and will advise you. Thank you.

SAF:bdb

9395 **CIRCLE WEST** **Dec. J.C.S.** 1-31-80 ✓

302-1938

Arbor Pl. - Witham Hill Dr.			Surv. Auth #3	J.C.S.
Field Survey	901	5,500	5,000	5,231.47
Citizen Partic.	902		300✓	—
Pay Loc. Govt.	903	11,500	—	11,242.01
Consultant	904	36,000	40,000	53,171.99
Final Design	905		2,500✓	—
Soils & Geol.	910		300✓	71.92
Traffic	911		500✓	—
R/W Liaison	913	500	—	62.04
Utility	914		150✓	109.16
Proj. Mgmt.	920		100✓	13.40
Specifications	921		800✓	—
Environmental	923		3,000✓	2,903.76
Seminars	950	1,000	800	989.40
Hearings	980	2,800	2,000	2,565.35
			$55,450	$65,118.49
		$64,950		~~2,500~~
				~~500~~
				~~800~~
			Credit -	1,349.80
				$63,768.69

cc: Stearns

CORVALLIS

1-30-80 ✓

Witham Hill Dr. - Lantana Dr. Ord. Reval. Serv. 7822-900
Circle Blvd.
Kings Blvd. - Highland Dr. Ord. Reval. Serv. 7823-900
Walnut Blvd.
Received $6,600 for Circle Blvd. West O.R.S. 7822-900
Assess. apprvl by FHWA 10-7-75 Cat. 2. Maj.
City requested P.E. be FHWA participating.
PE Prog. to FHWA 2-17-76
PE Authorized by FHWA 2-26-76
Survey Auth. 302-1938 5,000 2-26-76
Limits of Environmental Statement Harrison - Seavy
approved by FHWA 3-9-76
Cons. Agree approved 11-12-76 covers Circle Blvd(E)&Walnut.
70,000 Total $70,000
3,000 Supplement Cons. Agree $3,000 approved 11-29-77
26,895 " " " 26,895 " 5-22-78 & 7-10-78
99,895 (40,000 Cons)
x.86 Survey Auth. No. 3 55,450 4-10-79 (Circle west 302-1938
85,909.70 Survey Data Rec'd. 4-17-79

Agreement Apprd 2-4-76 PE By STATE
Assess Apprd by FHWA 3-9-76 CAT. 2 Major.
PE Prog. TO FHWA 5-26-76
PE Prog Apprd by FHWA 6-1-76 6,400 -5000 F.F.
Survey Auth. #1 302-1941 $6,400 1-8-76
" " #2 " " (40,000 Cons.) 47,500 7-14-76
" " #3 " " 57,600

Ord. Rev. Ser. 7823-900 $2,800
Agreement Apprd 5-13-75 State P.E. @ City expense
Assess Apprd by FHWA 10-14-75 Cat. 2 Maj.

Walnut Blvd.

Received $6,600 for Circle Blvd. West O.R.S. 7822-900

Assess. apprvl by FHWA 10-7-75 Cat. 2 Maj.

City requested P.E. be FHWA participating.

PE Prog. to FHWA 2-17-76

PE Authorized by FHWA 2-26-76

Survey Auth. 302-1938 5,000 2-26-76

Limits of Environmental Statement Harrison – Seavy
approval by FHWA 3-9-76

Cons. Agree approved 11-12-76 covers Circle Blvd (2) & Walnut.

70,000 Total $70,000

3,000 Supplement Cons. Agree $3,000 approved 11-29-77

26,895 " " " 26,895 " 5-22-78 & 7-10-78

99,895 (40,000 Cons)

×86 Survey Auth. No. 3 55,450 4-10-79 (Circle west 302-1938

85,909.70 Survey Data Rec'd. 4-17-79

Agreement Apprvl 2-4-76 PE By STATE

Assess Apprvl by FHWA 3-9-76 CAT. 2 Major.

PE Prog. TO FHWA 5-26-76

PE Prog Apprvl by FHWA 6-1-76 6,400 -5000 FF.

Survey Auth. #1 302-1941 $6,400 1-8-76

" " #2 " " (40,000 Cons.) 47,500 7-14-76

" " #3 " " 57,600

Ord. Rev. Ser. 7823-900 $2,900

Agreement Apprvl 5-13-75 State P.E. @ City expense

Assess Apprvl by FHWA 10-14-75 Cat. 2 Maj.

PE prog. to FHWA 2-13-76

" " Apprvl by FHWA 2-26-76 40,000 31,200 FF

Survey Auth. 302-1939 8,000 1-14-76

" " #2 " " (40,000 Cons) 50,000 7-14-76

" " #3 " " 55,700 4-10-79

Supp. Agreement P.E. by State 3-30-79

Consultant Costs

302 - 1938	53,171.99
302 - 1939	53,172.01
302 - 1941	0
	106,344.00

SPLIT EVENLY BETWEEN 3 = $35,448

302-1938 (CIRCLE WEST)

1/3 Cons.

AUTH. AMOUNT	41,714
COSTS TO DATE	65,116
FED. FUNDS	50,914
	— 9,200

302-1941 (CIRCLE EAST)

Justification

1/3 Cons.

AUTH AMOUNT	3,800
COSTS TO DATE	11,777
FED. FUNDS	9,209
	— 5,409

302-1939 (WALNUT)

1/3 Cons.

AUTH AMOUNT	41,713
COSTS TO DATE	68,604
FED. FUNDS	53,641
	— 11,928

—$26,537

.9395

Form 81-734-3600

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Arbol Place-Witham Hill Drive
Date January 15, 1980
Highway Circle Blvd (Corvallis) FAU 2110
Authorization No. 4
County Benton
Survey Prefix 302-1938
(Assigned by Salem office)

Description of termini, route, length, etc.: The project is the extension of Circle Blvd from Arbol Place to Witham Hill Drive. Project length 1800 feet.

Work approved through
Design approval.

M - 2110(1)
2-26-76
5-15-80
Phase I

Purpose of survey: Prepare plans, specifications and cost estimates to construct 30' to 40' wide street with curbs, drains and type-1 bikepath.

Estimate of Costs:

Resident Engineer	(901)	$6,000	Recon & Hydrology	(918)	500
Payment to Loc. Governt	(903)	14,000	Project Management	(920)	100
Consultant Fees	(904)	60,000	Specifications	(921)	0
Final Design	(905)	0	Environmental	(923)	5,000
R/W Descriptions	(909)	0	Training & Seminars	(950)	1,000
Soils & Geology	(910)	1,500	Public Hearings	(980)	2,500
Traffic	(911)	500			
R/W Liaison	(913)	1,000			
Utility Liaison	(914)	150			

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 10 1980
LOCATION
SECTION

Total estimated cost of survey	$92,250
Previous authorization	55450
Additional authorization requested	36,800
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Assistant State Highway Engineer

N

SP*19760-734

9395

1-9-80

Title changed for Circle Blvd. vote

(1-9-80)

By ALAN GUSTAFSON
Statesman Journal Correspondent

CORVALLIS — A Benton County Circuit Court judge ruled Tuesday that a Feb. 19 citywide initiative election on the proposed extension of Circle Boulevard through a northwest Corvallis park will contain the ballot wording preferred by the petitioners seeking the election.

Ruling in favor of the ballot wording advocated by the Corvallis Community Club and the Committee to Complete the Circle, Judge Richard Mengler overturned the ballot wording approved by the city council.

THE PETITIONERS, who advocate a relatively straight extension of the street through Woodland Meadow Park, had obtained the required 1,893 signatures to put the issue to a public vote. However, the city council, in a 5-4 decision Dec. 17, discarded the proposed ballot title that was recommended by City Attorney Scott Fuwel and supported by the petitioners. Instead, the council approved ballot wording referring to an Oct. 15 decision to reroute the street as a curved extension through the park.

William Nokes, lawyer for the petitioners, argued Tuesday that the problem with the council-approved ballot wording "is that it contains language historical in content. It refers to actions of the city council."

NOKES SAID, "THE initiative does not consider the council's action." Rather, it is "something the public is proposing." As such, he argued, it is "independent of a legislative body."

In defending the council-approved wording, Fuwel argued, "We're not here to determine whether one ballot title is better than the other, but whether the one adopted by the council complies with the law."

Fuwel said the law requires "a fair and impartial ballot title." However, he added, there is "an additional obligation for a fair statement of what it's about."

IN HIS RULING, Mengler said the key issue is whether the ballot wording is "a true and impartial statement of the purpose of the measure." He said, "Whatever title there is, it has to come from the measure itself. You can't bring in things from somewhere else."

The ballot question and explanation selected by Mengler read: "Shall the city be required to extend northwest Circle Boulevard between Lantana and Witham Hill within existing right-of-way?" Answer: "The measure directs the city to prepare the final design and environmenal impact statement and to proceed with construction of the federal aid urban project commonly known as the Extension of Northwest Circle from Lantana to Witham Hill Drive. This measure would require the location of northwest Circle Boulevard to be within existing right-of-way and to intersect Witham Hill Drive approximately 500 feet southeasterly from Woodland Drive, and approximately 380 feet from northwest Hayes."

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TOTAL TO DATE JOB COST SUMMARY                                        DECEMBER 1979        PAGE  481
                                                                            FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                     302   1931      915     00 P 1                                   165.63
                                     302   1931      921     00 P 1                                    15.22
                                                     TOT        P1                                    456.94
                                                     TOT        N1                                      6.09
                                                  ** JOB TOTALS **               **              **   463.03  **

 ARBOR PL-WITHAM HILL DR            CONT NO          FA PROJ NOS M    110001 100                                  STATE
                                     302   1938      205     00 N 1                   1,349.80CR      1,349.80CR
                                     302   1938      296     00 N 9                   2,397.95CR     41,714.00CR
                                     302   1938      298     00 N 9                   2,397.95       41,714.00
                                     302   1938      901     00 P 1                      12.17        5,231.47
                                     302   1938      904     00 P 1                  13,497.98       53,171.99
                                     302   1938      910     00 P 1                                      71.92
                                     302   1938      913     00 P 1                                      62.04
                                     302   1938      914     00 P 1                                     109.16
                                     302   1938      920     00 P 1                                      13.40
                                     302   1938      923     00 P 1        60.80         806.04        2,903.76
                                     302   1938      950     00 P 1                                     989.40
                                     302   1938      980     00 P 1                       7.50        2,565.35
                                                     TOT        P1         60.80      14,323.69       65,118.49
                                                     TOT        N1                    1,349.80CR      1,349.80CR
                                                  ** JOB TOTALS **         60.80  **  12,973.89  **   63,768.69  **

 HIGHLAND DR-KINGS BLVD             CONT NO          FA PROJ NOS M    120001 100                                  STATE
                                     302   1939      205     00 N 1                   1,349.80CR      1,349.80CR
                                     302   1939      296     00 N 9                   3,474.15CR     41,713.00CR
                                     302   1939      298     00 N 9                   3,474.15       41,713.00
                                     302   1939      901     00 P 1                      12.17        4,927.27
                                     302   1939      902     00 P 1                                      93.77
                                     302   1939      903     00 P 1        51.08          51.08           51.08
                                     302   1939      904     00 P 1                  13,497.97       53,172.01
                                     302   1939      910     00 P 1                                     113.06
                                     302   1939      911     00 P 1                                     166.32
                                     302   1939      913     00 P 1                                     405.14
                                     302   1939      914     00 P 1                                     126.92
                                     302   1939      918     00 P 1                                     107.20
                                     302   1939      920     00 P 1                                      13.40
                                     302   1939      923     00 P 1     1,320.74       5,775.14        7,643.39
                                     302   1939      950     00 P 1                                     311.07
                                     302   1939      980     00 P 1                       7.50        1,503.93
                                                     TOT        P1      1,371.82      19,343.86       68,634.56
                                                     TOT        N1                    1,349.80CR      1,349.80CR
                                                  ** JOB TOTALS **      1,371.82  **  17,994.06  **   67,284.76  **
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                                                                                               STATE
 9TH ST-SPARXING CORVALLIS   CONT NO          FA PROJ NOS M   210002 100               3,800.00CR
                               302    1941      296      00 N 9
                                                                  DECEMBER 1979       PAGE  482
TOTAL TO DATE JOB COST SUMMARY
                                                                         FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION  GR  CURRENT MONTH  YEAR TO DATE    TO DATE
                               302    1941      298    00 N 9                              3,800.00
                               302    1941      901    00 P 1                   11.54      8,143.91
                               302    1941      910    00 P 1                              1,222.40
                               302    1941      911    00 P 1                                233.50
                               302    1941      913    00 P 1                                103.55
                               302    1941      914    00 P 1                                103.13
                               302    1941      922    00 P 1                                 68.48
                               302    1941      923    00 P 1      439.39       585.29       765.50
                               302    1941      950    00 P 1                                280.70
                               302    1941      980    00 P 1                                851.28
                                                TOT       P1       439.39       596.83    11,777.45
                                             ** JOB TOTALS **      439.39 **    596.83 ** 11,777.45 **

                                                                                               STATE
 PHILOMATH CITY STS SIGNING   CONT NO         FA PROJ NOS SRS 00S105 100                .90CR      175.59CR
                               302    1943      296    00 N 9                        .90      175.59
                               302    1943      298    00 N 9                       1.00        1.00
                               302    1943      901    00 P 1                                  95.12
                               302    1943      905    00 P 1                                  94.47
                               302    1943      910    00 P 1                                   4.51
                               302    1943      980    00 P 1                                 195.10
                                                TOT       P1                        1.00
                                             ** JOB TOTALS **              **       1.00 **   195.10 **

                                                                                               STATE
 PHILOMATH PV MARKINGS        CONT NO         FA PROJ NOS PMS 00S090 100
                               302    1955      905    00 P 1       24.00       116.40       116.40
                                                TOT       P1        24.00       116.40       116.40
                                             ** JOB TOTALS **       24.00 **    116.40 **    116.40 **

                                                                                               STATE
 SPTC XING@SW MADISONAV,CORVAL CONT NO        FA PROJ NOS RRP 070001 100
                               302    1956      905    00 P 1                    82.14        82.14
                                                TOT       P1                     82.14        82.14
                                             ** JOB TOTALS **              **    82.14 **     82.14 **

                                                                                               STATE
 SPTC XING@SW 7THST CORVALLIS  CONT NO        FA PROJ NOS RRP 00S027 100
                               302    1957      905    00 P 1                    64.40        64.40
                                                TOT       P1                     64.40        64.40
                                             ** JOB TOTALS **              **    64.40 **     64.40 **

                                                                                               STATE
 SPTC@JEFFERSON AV (CORV)      CONT NO        FA PROJ NOS RRS 070002 100
                               302    1959      905    00 P 1                    73.90        73.90
                                                TOT       P1                     73.90        73.90
                                             ** JOB TOTALS **              **    73.90 **     73.90 **

                                                                                               STATE
 CORVALLIS PAINT MARKING       CONT NO        FA PROJ NOS PMS 00S093 100         75.68        75.68
                               302    1960      905    00 P 1
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9395.

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION (503) 757-6941

October 29, 1979

Phillip O. Stearns, Region Z
Federal Aid Engineer
P.O. Box 14030
Salem, Oregon 97310

SUBJECT: FAU 2110 NE Circle Blvd.
#74-589
FAU 2120 NW Walnut Blvd.
#74-592

Dear Mr. Stearns:

Forwarded herewith are two certified copies of Resolutions relating to the advancement of the N.W. Walnut and N.E. Circle Blvd. projects. The City Council also passed a Resolution concerning N.W. Circle Blvd. with an amended alignment; however, this Resolution will not be considered as final until the City Council has determined and approved Findings of Fact that substantiates their actions.

Please have the work proceed with all due haste on the above projects.

Very truly yours,

A Gordon Wyatt

A. Gordon Wyatt
Principal Engineer

AGW:gs
enclosure

11-5-79
cc: Potter
Swan

Minutes of the meeting of October 15, 1979, continued.

A resolution submitted by Council person R. Frank Tucker.

WHEREAS, the City must notify the Department of Transportation, State of Oregon of its decision on the environmental impact statement prepared for FAU Project 2120 M/2120/(1),

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Corvallis that the ~~City~~ City Council affirms that Walnut Boulevard is an arterial street and authorizes the preparation of the final Environmental Impact Statement and final design and construction of the proposed project as described above.

R. Frank Tucker

Upon motion, duly made and seconded, the foregoing resolution was adopted; and the Mayor thereupon declared said resolution to be adopted.

I hereby certify that the foregoing is a true and correct copy and the whole thereof of the resolution adopted by the City Council of the City of Corvallis, Oregon at their meeting on October 15, 1979

Acting City Recorder
City of Corvallis, Oregon

-1- and final Resolution
Walnut Blvd. (N.W. Kings to N.W. Highland)

Minutes of the meeting of October 15, 1979, continued.

A resolution submitted by Council person Coberly.

WHEREAS, the City must notify the Department of Transportation, State of Oregon of its decision on the environmental impact statement prepared for FAU Project 2110 M/2110/(2),

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Corvallis that the City Council authorizes the preparation of the final Environmental Impact Statement and final design and construction of the proposed project as described above.

Jean Coberly

Upon motion, duly made and seconded, the foregoing resolution was adopted; and the Mayor thereupon declared said resolution to be adopted.

I hereby certify that the foregoing is a true and correct copy and the whole thereof of the resolution adopted by the City Council of the City of Corvallis, Oregon at their meeting on October 15, 1979.

Acting City Recorder
City of Corvallis, Oregon

-1- and final Resolution
Circle Blvd. (NW 9th to Southern Pacific Railroad)

8395

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 28, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Public Hearing Transcript
City Streets (FAU 2110)
Benton County

In compliance with federal statutes and regulations and the Oregon Action Plan, I am submitting a copy of a transcript of the Corridor/Design Public Hearing held in Corvallis, Oregon on May 31, 1979 relative to the following projects:

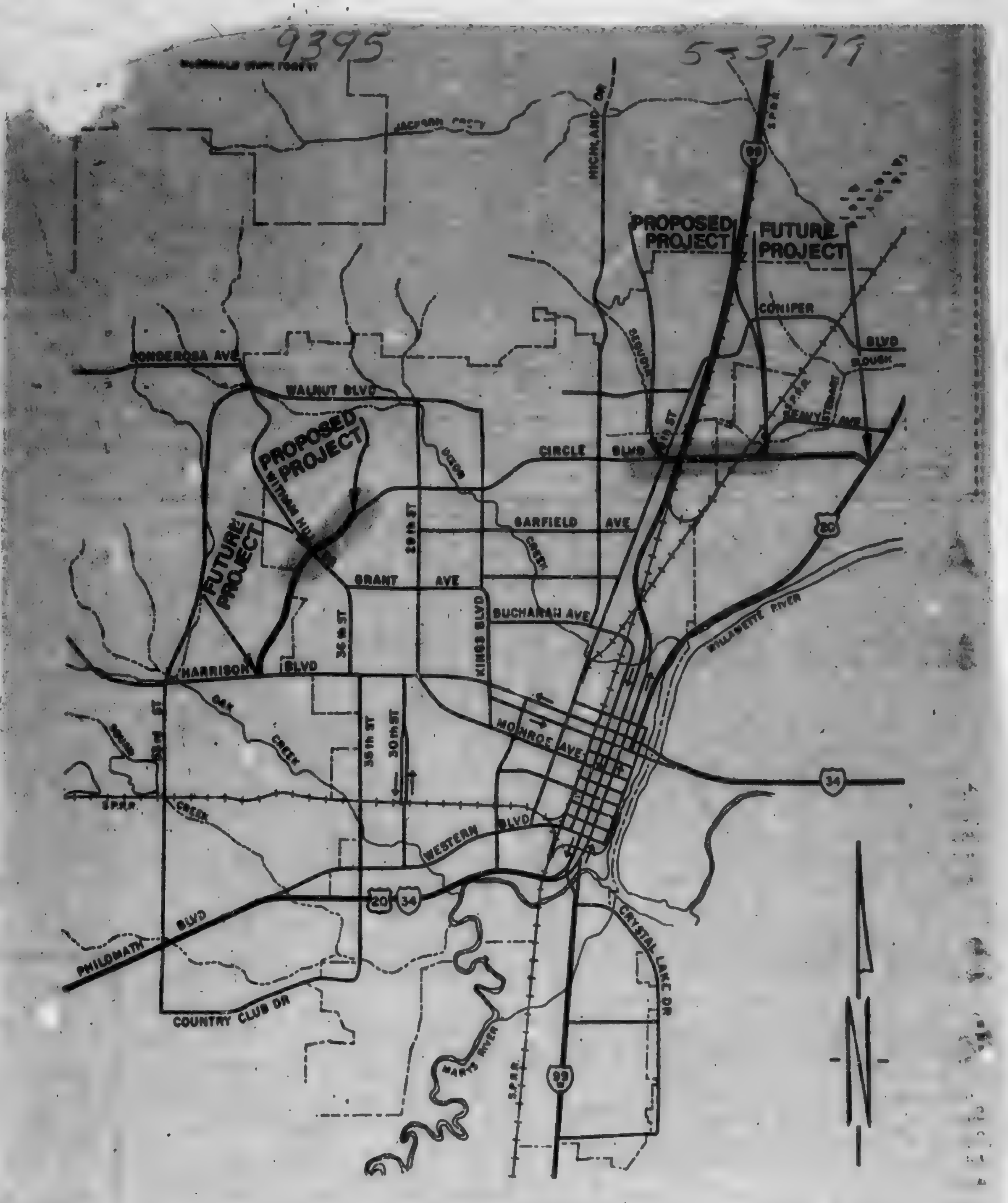
Project No.	Section
M-2110(1)	NW Lantana Dr.-NW Witham Hill Dr.
M-2110(2)	NW 9th St.,-Southern Pacific Railroad

JLG:fkc
Attachment

cc: C. W. Head
G. A. Potter
Gary Zehner

9395

5-31-79


MCDONALD STATE FOREST
JACKSON CREEK
HIGHLAND DR
99
PROPOSED PROJECT
FUTURE PROJECT
S.P.R.R.
CONIFER
BLVD
SLOUGH
PONDEROSA AVE
WALNUT BLVD
PROPOSED PROJECT
WITHAM HILL
CIRCLE BLVD
9TH ST
SEAVY AVE
GARFIELD AVE
CREEK
29TH ST
GRANT AVE
FUTURE PROJECT
36TH ST
KINGS BLVD
BUCHANAN AVE
20
WILLAMETTE RIVER
HARRISON BLVD
53RD ST
OAK CREEK
MONROE AVE
35TH ST
30TH ST
34
S.P.R.R.
CREEK
WESTERN BLVD
20
34
PHILOMATH BLVD
COUNTRY CLUB DR
CRYSTAL LAKE DR
MARYS RIVER
99W
N

CITY OF CORVALLIS

HARRISON BLVD - U.S. HIGHWAY 20 SEC

N.W. WITHAM HILL DR. - N.W. ARBOL PLACE UNIT
NW 9TH STREET - NE. SEAVY AVE UNIT
CIRCLE BLVD FAU 2110

BENTON COUNTY

NOTICE OF PUBLIC CORRIDOR — DESIGN HEARING ON CIRCLE BOULEVARD FEDERAL —AIR URBAN ROUTE 2110

Notice is hereby given that a Public Corridor-Design Hearing will be held on the Northwest Harrison Boulevard to Corvallis Albany Highway, U.S. 20, Section of Circle Boulevard, all of which lies within Benton County and/or the city of Corvallis, Oregon. A draft Environmental Impact Statement has been prepared covering the entire section to identify social, economic and natural environmental impacts of the proposed future improvement of the collector-arterial street through-out the entire length.

It is proposed that the N.W. Witham Hill Drive-Arbol Place section of N.W. Circle Boulevard will be constructed as a residen-

feet is proposed at Witham Hill Drive to provide a left turn lane. A continuous bicycle-pedestrian walk is proposed to be constructed along the southerly side partly within the street right-of-way and partly traversing through the Woodland Meadow Natural Park. A pedestrian walk is proposed to be constructed along the northerly side.

It is further proposed that the N.W. 9th Street - N.W. Seavy Avenue Section of N.E. Circle Boulevard will be constructed as an urban arterial street utilizing Federal Aid Urban Funds with matching State and local funding. The street is proposed to be widened to 64-feet in width with a pedestrian walk along the northerly side and a bicycle-pedestrian facility along the southerly side. The proposed improvements will require the widening of the railroad crossings

Oregon 99W will require reconstruction. The proposed improvements will require the acquisition of additional rights-of-way.

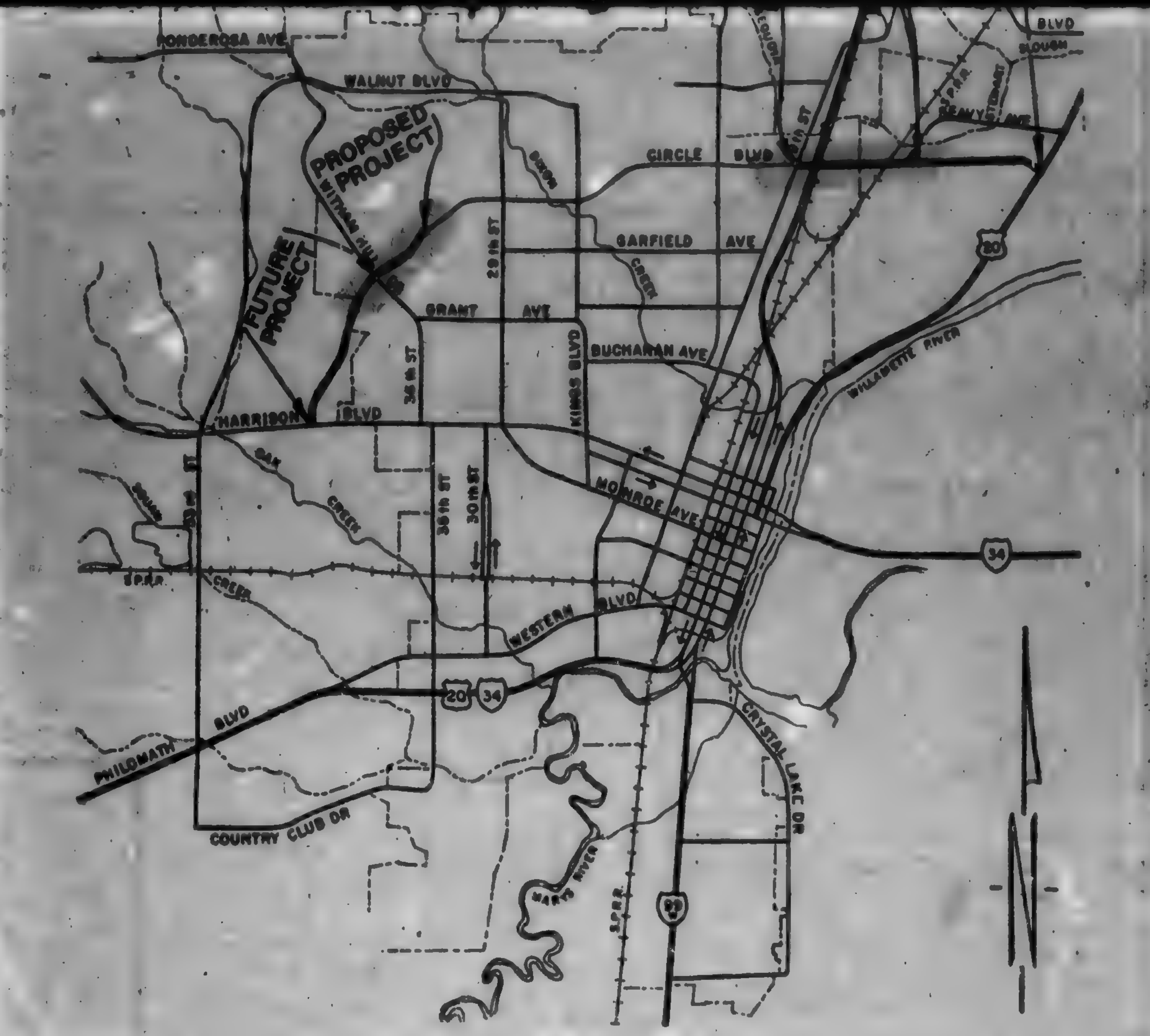
Two information sessions will be held prior to the public hearing to provide interested persons with information concerning the proposed improvements and concerning the environmental impact study. Maps will be available and on display and City and State personnel will be on hand to provide additional information on May 30 and 31, 1979 between the hours of 3:00 and 8:00 PM at the Highland View Intermediate School Cafeteria/Auditorium, 1920 N.W. Highland Drive.

THE PUBLIC CORRIDOR-DESIGN HEARING WILL START PROMPTLY AT 7:30 PM, MAY 31, 1979, IN THE CAFETERIA/AUDITORIUM OF HIGHLAND VIEW INTERME-

persons, groups or agencies desiring to express an opinion, or to make a statement pertaining to the environmental impact study and for the proposed improvements are invited to do so.

Written statements may also be submitted at the Public Hearing, or may be addressed to the Project Coordinator, Engineering Division, 501 S.W. Madison Avenue, Corvallis, Oregon, 97330 prior to the Public Hearing and for a period up to and including June 11, 1979.

A copy of the draft Environmental Impact Statement discussing the various impacts of the proposed improvements along the Walnut Boulevard Corridor is available at the Engineering Division, Corvallis City Hall, 501 S.W. Madison Avenue, Corvallis, Oregon 97330. I any questions arise, contact M A. Gordon Wyatt, Project Coo



CITY OF CORVALLIS

HARRISON BLVD - U.S. HIGHWAY 20 SEC

N.W. WITHAM HILL DR. - N.W. ARBOL PLACE UNIT
N.W. 9TH STREET - N.E. SEAVY AVE UNIT
CIRCLE BLVD FAU 2110

BENTON COUNTY

NOTICE OF PUBLIC CORRIDOR — DESIGN HEARING ON CIRCLE BOULEVARD FEDERAL —AIR URBAN ROUTE 2110

Notice is hereby given that a Public Corridor-Design Hearing will be held on the Northwest Harrison Boulevard to Corvallis Albany Highway, U.S. 20, Section of Circle Boulevard, all of which lies within Benton County and/or the city of Corvallis, Oregon. A draft Environmental Impact Statement has been prepared covering the entire section to identify social, economic and natural environmental impacts of the proposed future improvement of the collector-arterial street through-out the entire length.

It is proposed that the N.W. Witham Hill Drive-Arbol Place section of N.W. Circle Boulevard will be constructed as a residential collector street utilizing Federal Aid Urban Funds with matching State and local funding. The presently unopened section of N.W. Circle Boulevard follows an existing dedicated street right-of-way and is proposed to be constructed as a two-lane 30-foot wide collector street. Additional widening to 44 feet is proposed at Witham Hill Drive to provide a left turn lane. A continuous bicycle-pedestrian walk is proposed to be constructed along the southerly side partly within the street right-of-way and partly traversing through the Woodland Meadow Natural Park. A pedestrian walk is proposed to be constructed along the northerly side.

It is further proposed that the N.W. 9th Street - N.W. Seavy Avenue Section of N.E. Circle Boulevard will be constructed as an urban arterial street utilizing Federal Aid Urban Funds with matching State and local funding. The street is proposed to be widened to 64-feet in width with a pedestrian walk along the northerly side and a bicycle-pedestrian facility along the southerly side. The proposed improvements will require the widening of the railroad crossings on the Southern Pacific's West Side Branch and Albany-Toledo Branch railroad crossings. Railroad crossing signals and crossing protective devices will be provided with the proposed improvements. Traffic signals presently located at the intersection with N.W. 9th and with Oregon 99W will require reconstruction. The proposed improvements will require the acquisition of additional rights-of-way.

Two information sessions will be held prior to the public hearing to provide interested persons with information concerning the proposed improvements and concerning the environmental impact study. Maps will be available and on display and City and State personnel will be on hand to provide additional information on May 30 and 31, 1979 between the hours of 3:00 and 6:00 PM at the Highland View Intermediate School Cafeteria/Auditorium, 1920 N.W. Highland Drive.

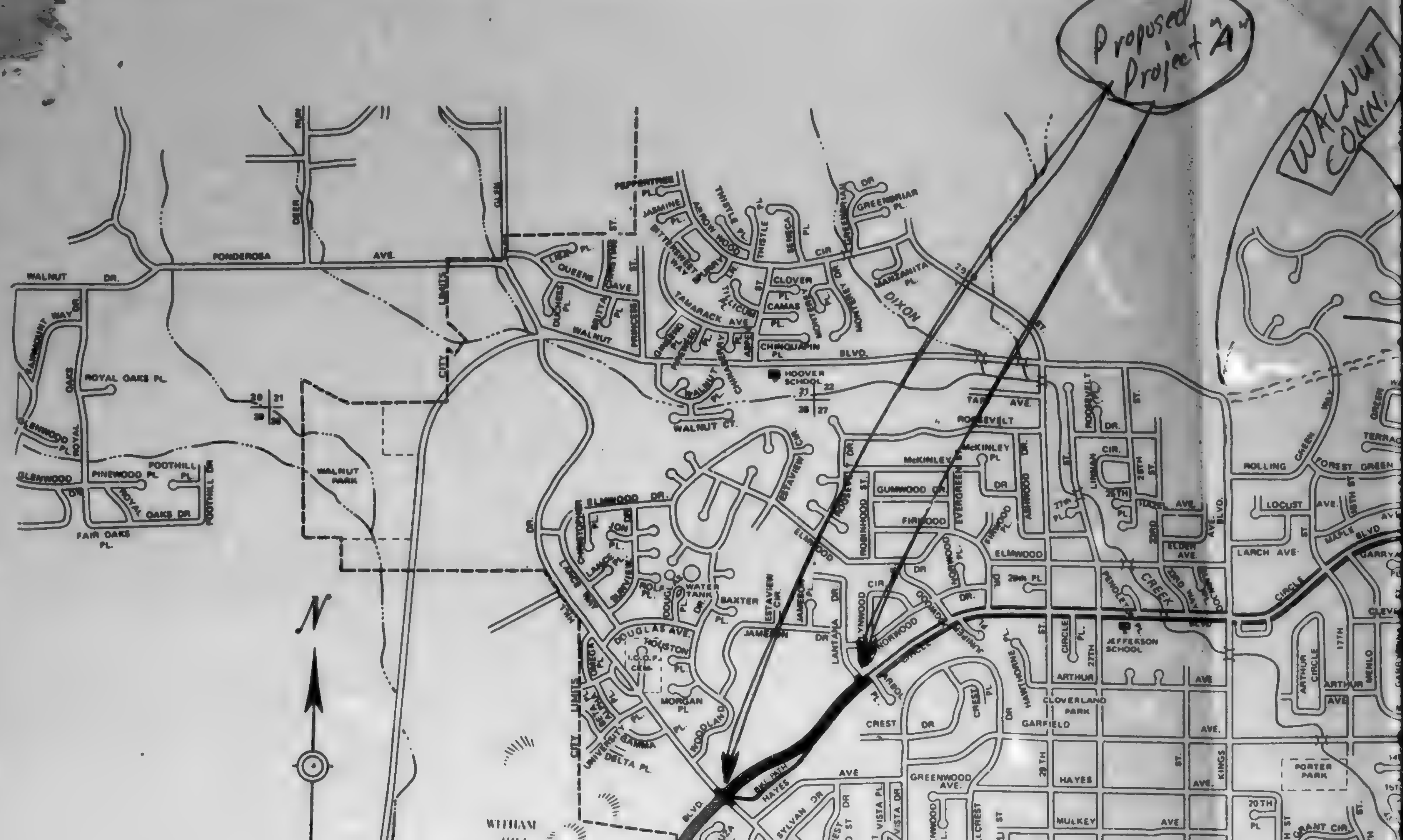
THE PUBLIC CORRIDOR-DESIGN HEARING WILL START PROMPTLY AT 7:30 PM, MAY 31, 1979, IN THE CAFETERIA/AUDITORIUM OF HIGHLAND VIEW INTERMEDIATE SCHOOL, 1920 N.W. Highland Drive, Corvallis, Oregon. This Public Hearing will be held in accordance with the Federal Highway Administration's regulations and guidelines and the State's "Oregon Action Plan." At the time and place designated above, any interested persons, groups or agencies desiring to express an opinion, or to make a statement pertaining to the environmental impact study and for the proposed improvements are invited to do so.

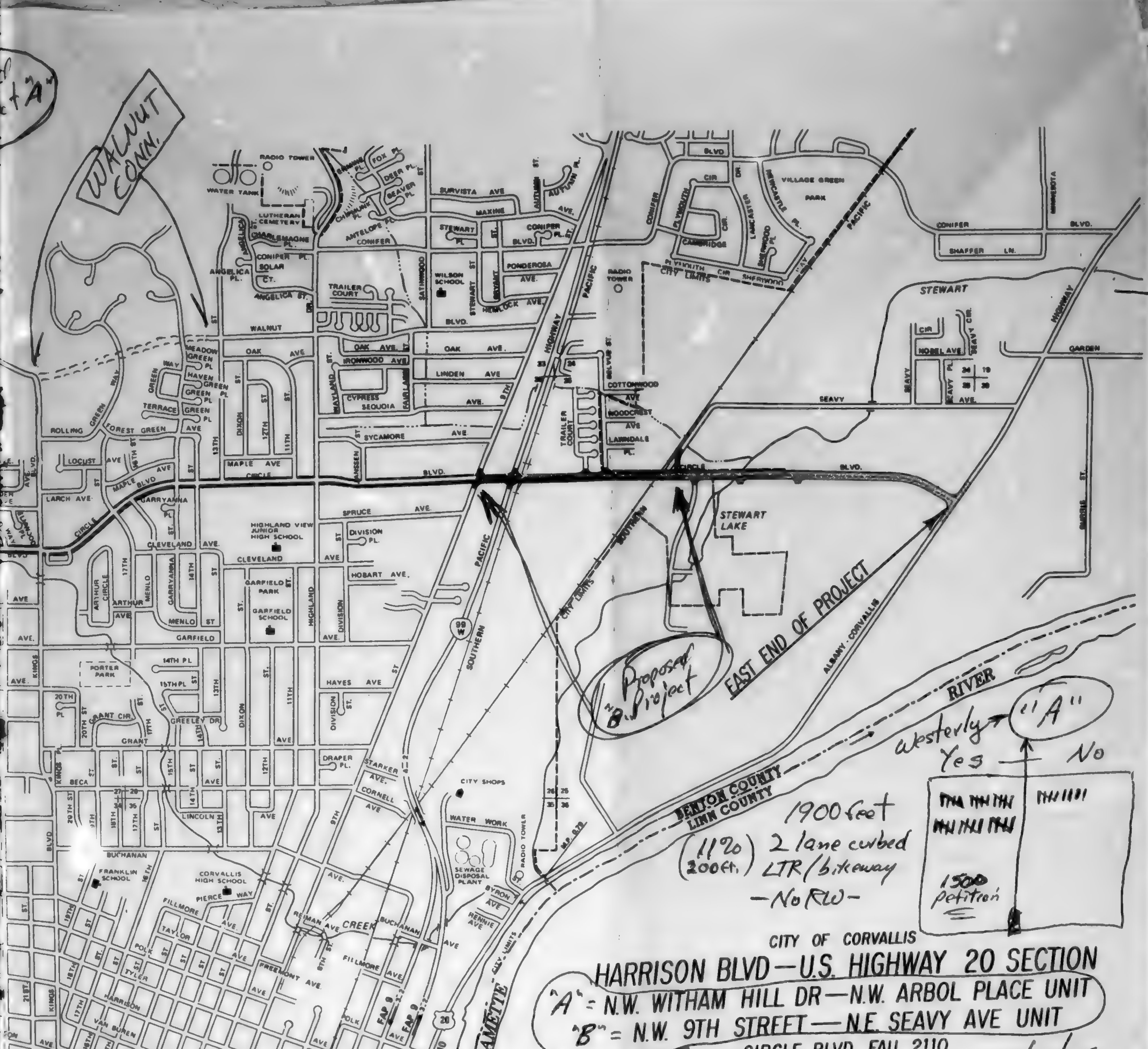
Written statements may also be submitted at the Public Hearing, or may be addressed to the Project Coordinator, Engineering Division, 501 S.W. Madison Avenue, Corvallis, Oregon, 97330 prior to the Public Hearing and for a period up to and including June 11, 1979.

A copy of the draft Environmental Impact Statement discussing the various impacts of the proposed improvements along the Walnut Boulevard Corridor is available at the Engineering Division, Corvallis City Hall, 501 S.W. Madison Avenue, Corvallis, Oregon 97330. If any questions arise, contact Mr. A. Gordon Wyatt, Project Coordinator, Engineering Division, City Hall, Corvallis, OR 97330, telephone 757-6941.

CITY OF CORVALLIS, OREGON
By: Jerry A. Hortsch
City Recorder

OS Apr. 26, May 10, 24, 1979
CJ Apr. 26, May 10, 24, 1979


Proposed Project "A"
WALNUT CONN.
WEST END OF PROJECT
N
LEGEND
IMMEDIATE CONSTRUCTION
FUTURE CONSTRUCTION
NO CONSTRUCTION
WALNUT DR.
PONDEROSA AVE.
WALNUT BLVD.
HOOVER SCHOOL
WALNUT PARK
ROYAL OAKS PL.
GLENWOOD
PINEWOOD PL.
FAIR OAKS PL.
CITY LIMITS
WITHAM HILL
CIRCLE BLVD.
HARRISON BLVD.
OAK CREEK DR.
TRAILER PARK
COUNTY FAIRGROUND
MILL POND Dry
ST MARYS CEMETERY
CLOVERLAND PARK
JEFFERSON SCHOOL
PORTER PARK
FRANKLIN SCHOOL
HARDING SCHOOL
ZION LUTHERAN SCHOOL
ARNOLD PARK
CHINTIMINI PARK
I.O.O.F. CEM.
WATER TANK
OREGON STATE
CAMPUS WAY
MONROE AVE.
JEFFERSON
CREEK



WALNUT CONN.
Proposed "B" Project
EAST END OF PROJECT
WILLAMETTE RIVER
BENTON COUNTY
LINN COUNTY
ALBANY · CORVALLIS
CITY LIMITS
SOUTHERN PACIFIC
HIGHWAY 99W
CIRCLE BLVD.
WALNUT BLVD.
CONIFER BLVD.
HARRISON
STEWART LAKE
SEAVY AVE.
GARDEN
STEWART
HIGHLAND VIEW JUNIOR HIGH SCHOOL
GARFIELD SCHOOL
GARFIELD PARK
CORVALLIS HIGH SCHOOL
FRANKLIN SCHOOL
WILSON SCHOOL
CITY SHOPS
WATER WORK
SEWAGE DISPOSAL PLANT
RADIO TOWER
LUTHERAN CEMETERY
CENTRAL PARK
PORTER PARK
CORVALLIS · LEBANON HIGHWAY FAP 21 NO. 210
FAP 10
FAP 9
34
20

CITY OF CORVALLIS

HARRISON BLVD—U.S. HIGHWAY 20 SECTION

"A" = N.W. WITHAM HILL DR—N.W. ARBOL PLACE UNIT

"B" = N.W. 9TH STREET—N.E. SEAVY AVE UNIT

CIRCLE BLVD FAU 2110

BENTON COUNTY

5/31/79

7:30/11:45 pm

Panel
G. Wyatt - City
L. Schwab - RW
D. Nelson - RE (Loc.)
G. Drake - Consult.

200± persons

city Council - Pub. Wks. Dir - City Mngr.

"A" ← Westerly

Yes | No

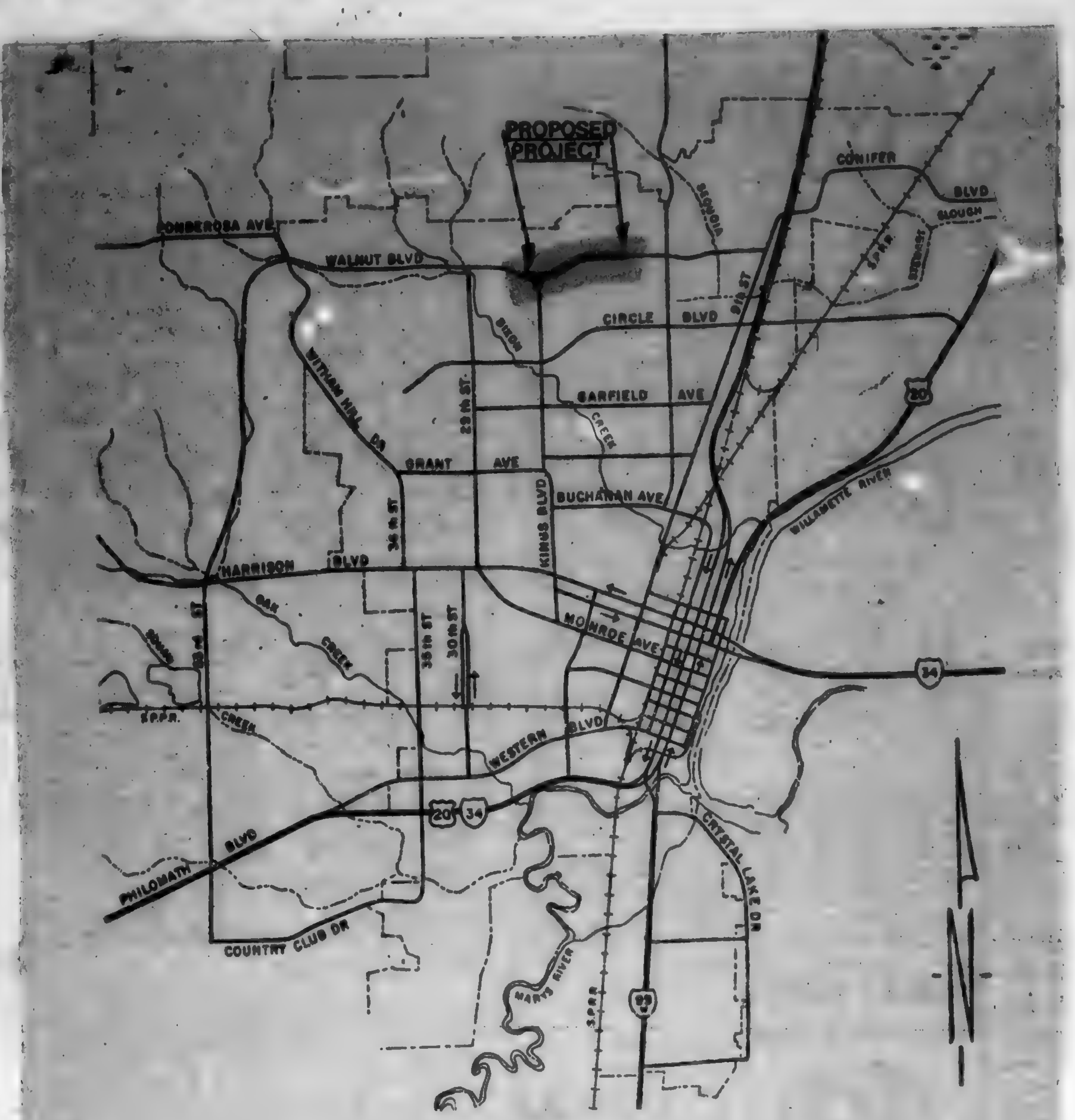
1500 petition

1900 feet
(11% 200 ft.) 2 lane curbed
LTR/bikeway
-No RW-

"B" ← Easterly

Yes | No

3000 feet
4% 4 lane curbed
LTR/bikeway
RW - 12 months


PROPOSED PROJECT
CONIFER BLVD
SLOUGH
SEQUOIA
PONDEROSA AVE
WALNUT BLVD
9th ST
S.P.R.R.
CIRCLE BLVD
WITHAM HILL DR
29th ST
GARFIELD AVE
CREEK
GRANT AVE
36th ST
KINGS BLVD
BUCHANAN AVE
WILLAMETTE RIVER
20
HARRISON BLVD
OAK CREEK
MONROE AVE
35th ST
30th ST
53rd ST
34
S.P.R.R.
CREEK
WESTERN BLVD
20
34
PHILOMATH BLVD
COUNTRY CLUB DR
MARYS RIVER
CRYSTAL LAKE DR
S.P.R.R.
99W
N

CITY OF CORVALLIS

HARRISON BLVD – 9th STREET SECT.
KINGS BLVD – HIGHLAND DRIVE UNIT
WALNUT BLVD FAU 2120

BENTON COUNTY

NOTICE OF PUBLIC CORRIDOR-DESIGN HEARING ON N.W. WALNUT BOULEVARD FEDERAL-AID URBAN ROUTE 2120

Notice is hereby given that a Public Corridor-Design Hearing will be held on the N.W. Harrison Boulevard – N.W. Ninth Street Section of N.W. Walnut Boulevard all of which lies within Benton County and/or the city of Corvallis, Oregon. A draft Environmental Impact Statement has been prepared covering the entire section to identify the social, economic and natural environmental impacts of the proposed future improvement of the arterial street throughout the entire length.

It is proposed that the N.W. Kings Boulevard – N.W. Highland Drive Section of N.W. Walnut Boulevard will be constructed as an urban arterial street utilizing Federal-Aid Urban Highway funds with marching State and local funding. This unimproved section of N.W. Walnut Boulevard is proposed to be constructed to a street width of 54 feet. Additional street width is proposed at Kings Boulevard, at Rolling Green Way and at Highland Drive to provide for the addition of left turning lanes. A continuous bicycle-pedestrian way is proposed to be constructed along the northerly side and a pedestrian walk is proposed to be constructed along the southerly side of the street.

An informal information session will be held prior to the public hearing to provide interested persons with information concerning the proposed improvements and concerning the environmental impact study. Maps will be available and on display and City and State personnel will be on hand to provide additional information on May 30, 1979 between the hours of 3:00 and 6:00 PM at the Highland View Intermediate School cafeteria/auditorium, 1920 N.W. Highland Drive, Corvallis, Oregon.

THE PUBLIC CORRIDOR-DESIGN HEARING WILL START PROMPTLY AT 7:30 PM, MAY 30, 1979, in the CAFETERIA/AUDITORIUM OF HIGHLAND VIEW INTERMEDIATE SCHOOL, 1920 N.W. Highland Drive, Corvallis, Oregon This public hearing will be held in accordance with the Federal Highway Administration's regulations and guidelines and the State's "Oregon Action Plan." At the time and place designated above, any interested persons, groups or agencies desiring to express an opinion, or to make a statement, pertaininfg to the environmental impact study and for the proposed improvements are invited to do so.

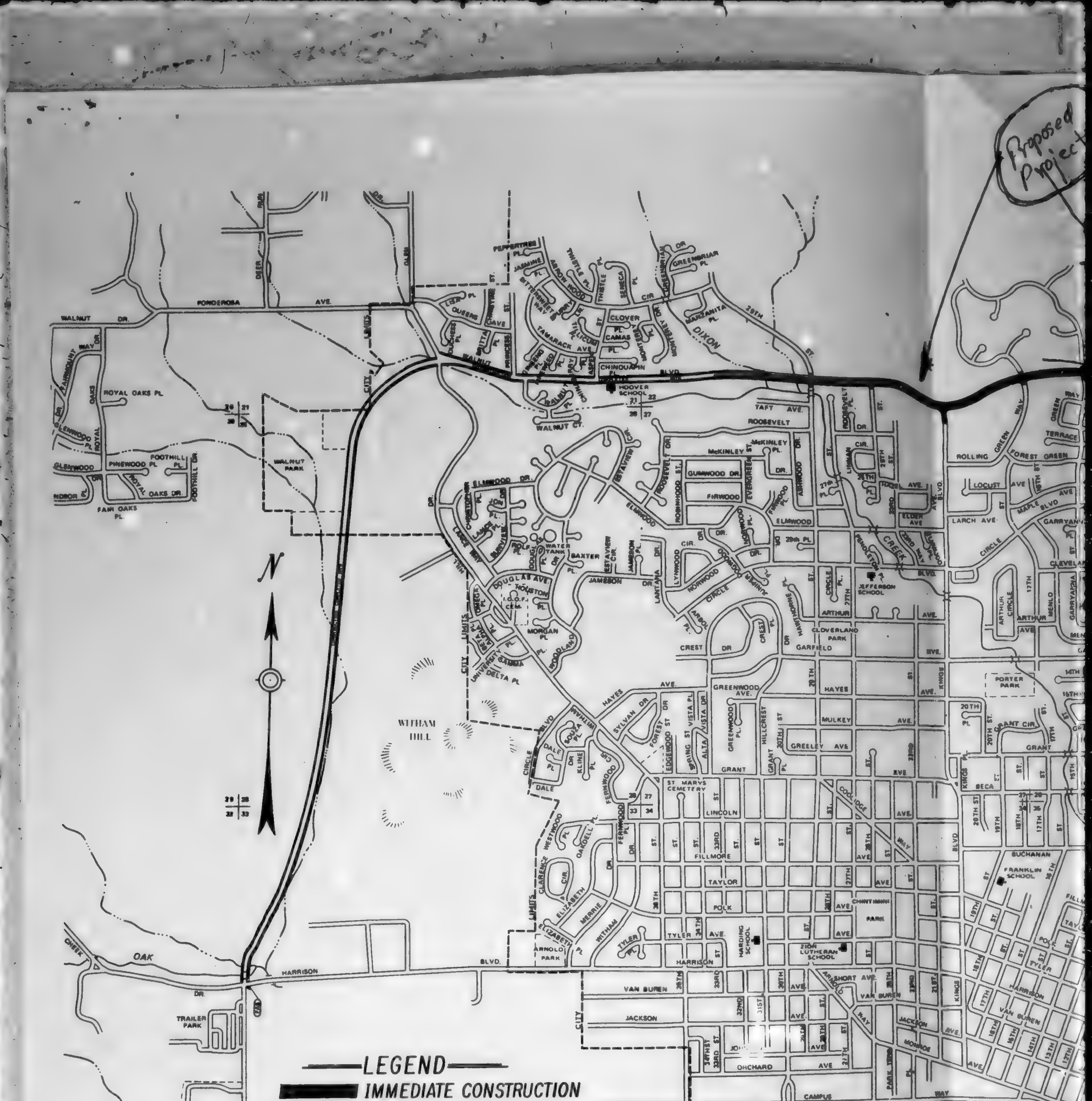
Written statements may also be submitted at the Public Hearing or may be addressed to the Project Coordinator, Engineering Division, 501 S.W. Madison Avenue, Corvallis, OR 97330, prior to the Public Hearing and for a period up to and including June 11, 1979.

A copy of the draft Environmental Impact Statement discussing the various impacts of the proposed improvements along the Walnut Boulevard Corridor is available at the Engineering Division, Corvallis City Hall, 501 S.W. Madison Avenue, Corvallis, Oregon, 97330.

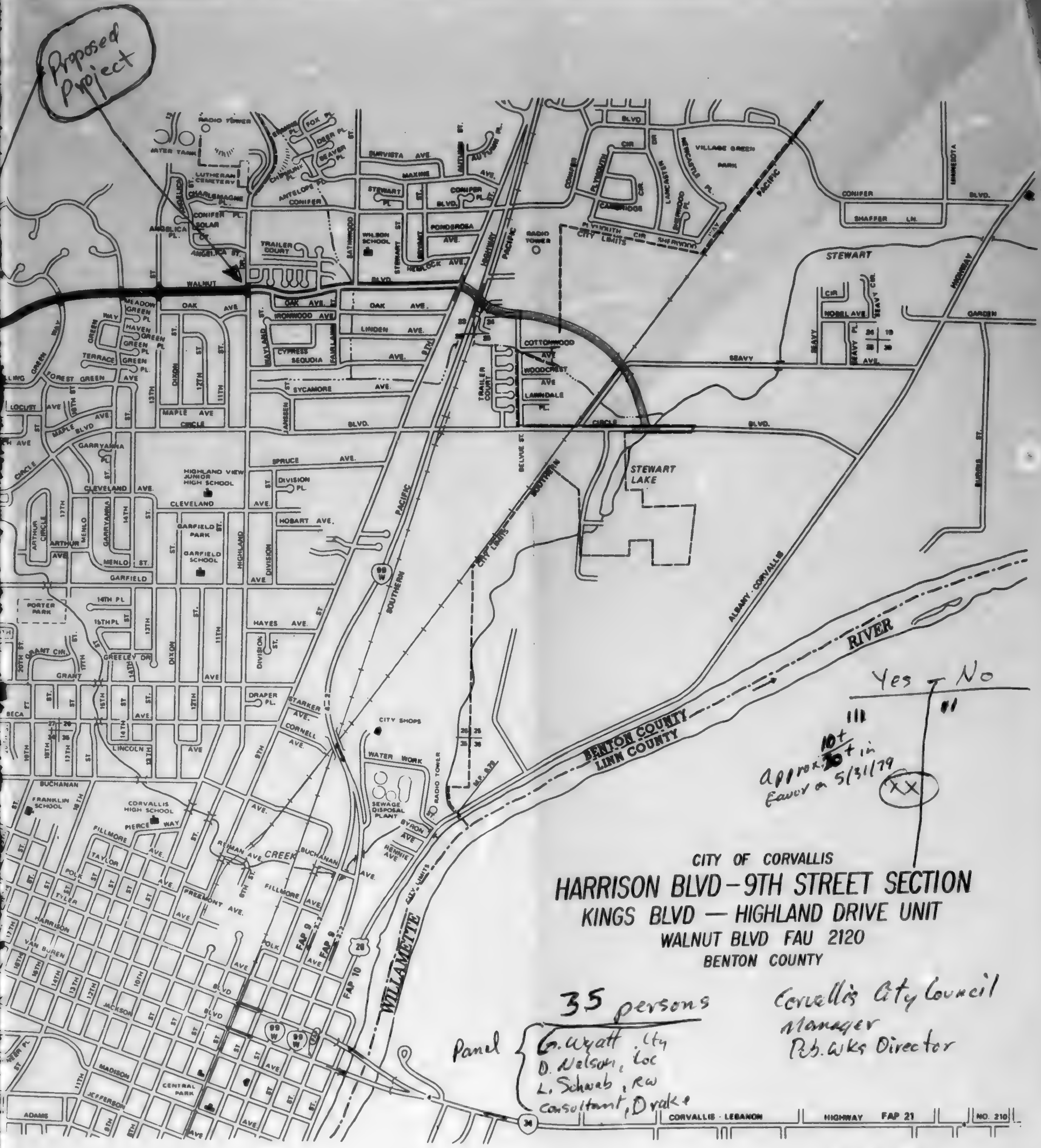
If any questions arise, contact Mr. A. Gordon Wyatt, Project Coordinator, Engineering Division, City Hall, Corvallis, Oregon, 97330, telephone, 757-6941.

CITY OF
CORVALLIS, OREGON
BY: Jerry A. Hertsch,
City Recorder

OS Apr 26,May 10,24,1979
CJ Apr. 26,May 10,24,1979



Proposed Project
LEGEND
IMMEDIATE CONSTRUCTION
FUTURE CONSTRUCTION
NO CONSTRUCTION
N
WALNUT DR.
PONDEROSA AVE.
WALNUT BLVD.
HOOVER SCHOOL
WALNUT PARK
CITY LIMITS
WITHAM HILL
HARRISON BLVD.
OAK CREEK
TRAILER PARK
COUNTY FAIRGROUND
MILL POND Dry
I.O.O.F. CEM.
ST MARYS CEMETERY
JEFFERSON SCHOOL
CLOVERLAND PARK
PORTER PARK
FRANKLIN SCHOOL
HARDING SCHOOL
ZION LUTHERAN SCHOOL
CENTRAL PARK
ARNOLD PARK
OREGON STATE
THE MALL
CAMPUS WAY
JEFFERSON
MONROE AVE.
VAN BUREN
JACKSON
ORCHARD AVE
TAFT AVE.
ROOSEVELT
McKINLEY
ELMWOOD
ARTHUR AVE.
GARFIELD
HAYES
MULKEY
GRANT
LINCOLN
FILLMORE
TAYLOR
POLK
TYLER
BUCHANAN
COOLIDGE WAY
KINGS BLVD
ROLLING GREEN
FOREST GREEN
LARCH AVE
CIRCLE BLVD
DIXON CREEK
29TH ST.
ADAMS


Proposed Project
RADIO TOWER
WATER TANK
LUTHERAN CEMETERY
CHARLEMAGNE
CONIFER PL.
SOLAR CT.
ANGELICA PL.
ANGELICA ST.
TRAILER COURT
WALNUT
BLVD.
SUNVISTA AVE.
MAXINE
ANTELOPE PL.
CONIFER
STEWART PL.
CONIFER BLVD.
PONDEROSA AVE.
WILSON SCHOOL
HEMLOCK AVE.
HIGHWAY
PACIFIC
RADIO TOWER
PLYMOUTH CIR
CAMBRIDGE
LANCASTER
SHERWOOD
CITY LIMITS
VILLAGE GREEN PARK
CONIFER BLVD.
SHAFFER LN.
STEWART
HIGHWAY
MEADOW GREEN
OAK AVE.
IRONWOOD AVE.
LINDEN AVE.
CYPRESS
SEQUOIA AVE.
SYCAMORE AVE.
COTTONWOOD AVE.
WOODCREST AVE.
LAWNDALE PL.
TRAILER COURT
NOBEL AVE.
SEAVY AVE.
GARDEN
FOREST GREEN AVE.
TERRACE
LOCUST AVE.
MAPLE AVE.
CIRCLE BLVD.
GARRYANNA
SPRUCE AVE.
CLEVELAND AVE.
HIGHLAND VIEW JUNIOR HIGH SCHOOL
DIVISION PL.
HOBART AVE.
GARFIELD PARK
GARFIELD SCHOOL
ARTHUR CIRCLE
MENLO ST.
GARFIELD
HIGHLAND
DIVISION
STEWART LAKE
SOUTHERN PACIFIC
CITY LIMITS
ALBANY - CORVALLIS
PORTER PARK
14TH PL
15TH PL
HAYES AVE.
GREELEY DR.
GRANT
DRAPER PL.
STARKER AVE.
CORNELL AVE.
CITY SHOPS
WATER WORK
RADIO TOWER
SEWAGE DISPOSAL PLANT
BYRON AVE
RENNIE AVE
BUCHANAN
LINCOLN
FRANKLIN SCHOOL
CORVALLIS HIGH SCHOOL
PIERCE WAY
FILLMORE
TAYLOR
POLK
TYLER
HARRISON
VAN BUREN
JACKSON
MADISON
CENTRAL PARK
JEFFERSON
ADAMS
CREEK
REIMAN AVE
FREEMONT AVE.
FAP 9
FAP 10
WILLAMETTE
RIVER
BENTON COUNTY
LINN COUNTY
CORVALLIS - LEBANON
HIGHWAY FAP 21
NO. 210

CITY OF CORVALLIS

HARRISON BLVD - 9TH STREET SECTION
KINGS BLVD — HIGHLAND DRIVE UNIT
WALNUT BLVD FAU 2120
BENTON COUNTY

Yes	No
III	II
	XX

approx. 10+ ~~[illegible]~~+ in favor on 5/31/79

35 persons

Panel
- G. Wyatt, City
- D. Nelson, Loc
- L. Schwab, RW
- consultant, Drake

Corvallis City Council
Manager
Pub. Wks Director

3900 feet
RW - 16 months
4 lane arterial
LTR / bikeway

$7^{\underline{30}}/8^{\underline{50}}$ pm

5/30/79

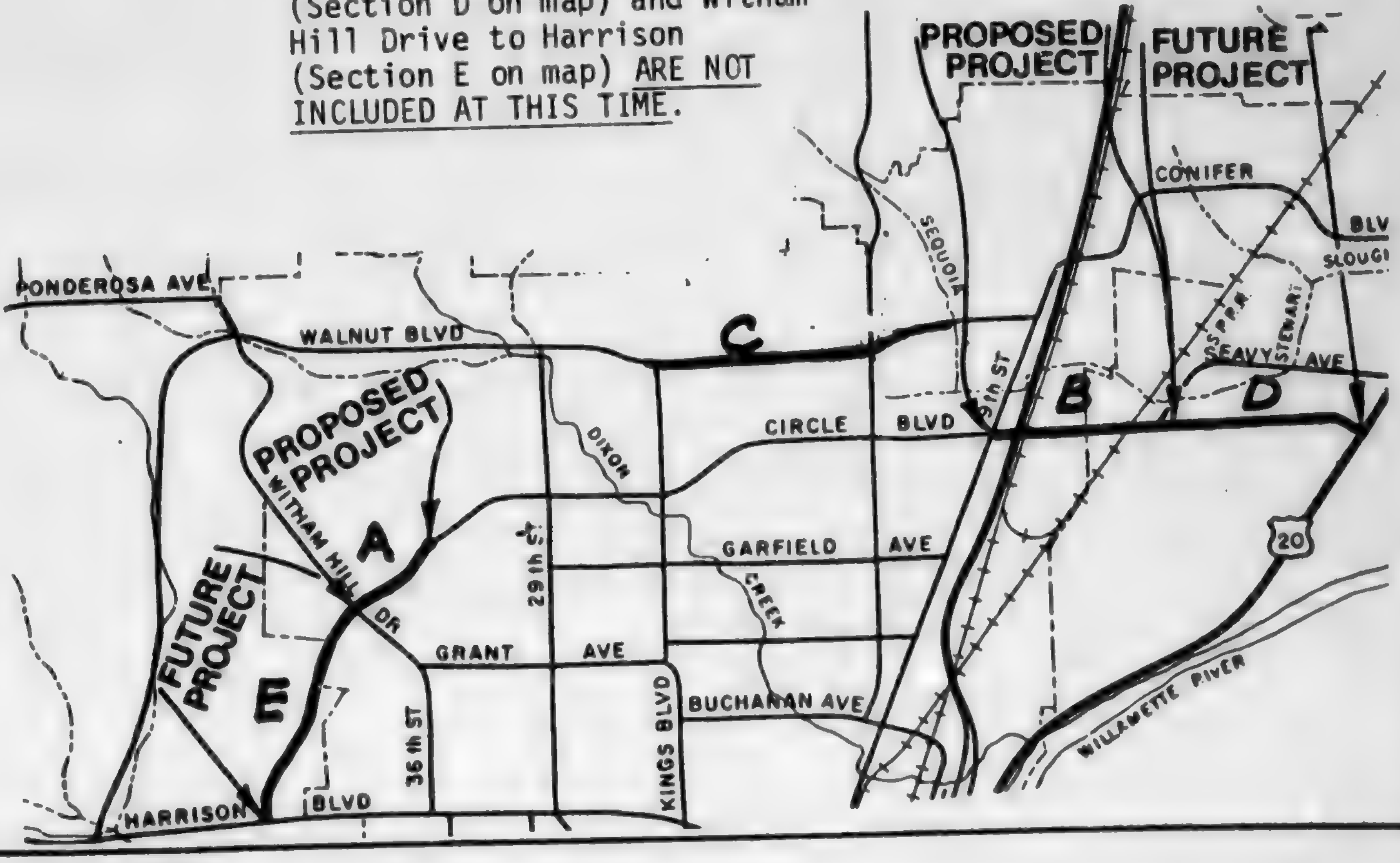
"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr." ...Committee for Livable Neighborhoods, Bull. 12/22/75

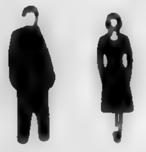
THESE ARE THE FACTS ABOUT

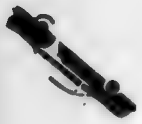
THE CIRCLE BOULEVARD/WALNUT BOULEVARD EXTENSIONS

The Federal Highway Administration and the Oregon State Department of Transportation have just issued a three volume Draft Environmental Impact Statement, totalling 525 pages, on the Circle Boulevard/Walnut Boulevard Extensions which together form a traffic network to accommodate the growth of Northwest Corvallis. This FACT SHEET puts the findings of these volumes plus some additional information in a convenient form to answer questions you may have on this network.

Question 1.	Where will Circle Boulevard and Walnut Boulevard be extended?
Answer:	To handle the increasing volume of Northwest Corvallis traffic, we will have to extend Circle Boulevard 1850 feet West to Witham Hill Drive (Section A on map) and extend Walnut Boulevard 3900 feet from Kings Boulevard to Highland Boulevard (Section C on map). These extensions will form the traffic network long planned for Northwest Corvallis. The current proposed project also includes widening the section of Northeast Circle Boulevard from 9th Street to Northeast Seavy Avenue (Section B on map). Future connection from Circle to Highway 20 (Section D on map) and Witham Hill Drive to Harrison (Section E on map) ARE NOT INCLUDED AT THIS TIME.


PROPOSED PROJECT
FUTURE PROJECT
CONIFER
BLV
SLOUGH
SEQUOIA
9th ST
S.P.R.R.
STEWART
SEAVY AVE
B
D
PONDEROSA AVE
WALNUT BLVD
C
CIRCLE BLVD
PROPOSED PROJECT
DIXON
WITHAM HILL DR
A
29th ST
GARFIELD AVE
CREEK
20
FUTURE PROJECT
E
GRANT AVE
36th ST
KINGS BLVD
BUCHANAN AVE
WILLAMETTE RIVER
HARRISON BLVD

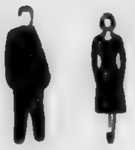


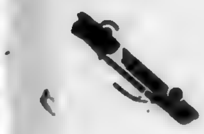


Compiled by Community Club
and Complete the Circle
Committee, May 1979

Environmental Impact Statement

"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr."
...Committee for Livable Neighborhoods, Bull. 12/22/75





Question 2.	Why do we need these extensions?
Answer:	As far back as the 1940's Corvallis recognized the need for a major road system in the Northwest section of Corvallis. A CH2M 1971 study recommended the completion of Circle and Walnut Boulevard networks to handle the traffic of the Corvallis population living in that area. Maps of Corvallis back in the 1960's show the Circle extension as a future road.

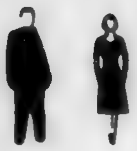
In 1974, to acquire the right of way for the extension of Circle Boulevard to Witham Hill Drive, Mayor Alan Berg, then a City Councilman, arranged the purchase of the 33 acre Corl property (now called Woodland Meadow) for the City. The conveyance deed from the Corls sets aside an 80 foot right of way for the specific purpose of providing the extension of Circle Boulevard. (Shown in Section A of the map).

The intended use in the purchase of the Corl property was for the extension of Circle Boulevard. Leland Corl writing to the City Council in the Spring of 1973, prior to the sale of their property, said, "... we feel that Circle Drive should be extended to Harrison Boulevard as planned for these many years ... We have hated to see all the ... houses built around us but we realized ... that the City was bound to grow out this way; ... But we never figured we had legitimate excuses for trying to block it; nor do we believe people who have come along and ... built along side of us have any grounds for complaint; they are a part of the push that has brought us to this condition".

The City applied to the Oregon Highway Division for funds for the Circle-Walnut Blvd. network. The Division approved the network among "Projects of Major Action". The Draft Environmental Impact Study just completed shows that the Circle-Walnut Boulevard network is the most prudent and reasonable alternative to handle the approximately 300,000 vehicle trips projected for the Northwest area in 1990. This is an increase of almost 100,000 trips from 1976.

The Northwest Circle Blvd.-Walnut Blvd. network will directly serve 25 percent of the population projected for the Corvallis Urban area in 1990 and will reduce traffic congestion in other areas.

"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr."
...Committee for Livable Neighborhoods, Bull. 12/22/75



Question 3:	Why can't we just not do anything?
Answer:	If we do nothing (don't build the Circle Blvd.-Walnut Boulevard network) many residential streets will become throughways and most residents of Northwest Corvallis will pay the price of:

>>> 15-25 percent increased mileage to go to work or shopping.

>>> 20 percent increased time to drive from home to work, or other destinations.

>>> More start and stop traffic.

>>> Unnecessary waste of expensive energy (gasoline)

>>> Traffic congestion due to a volume of traffic greatly exceeding the handling capacity of the existing road network.

>>> Serious delays for the fire or police department in answering emergencies. Walt Pflughaupt, Fire Chief, has testified at public hearings that a Western extension of Circle Blvd. would greatly enhance fire truck access to the Witham Hill Drive area. In fact, direct routing of this high-risk area was a consideration in determining the Circle Blvd. location for the recently constructed fire station.

>>> Increased traffic on most Northwest residential streets.

>>> Increased hazards for children crossing some streets on way to schools.

>>> Continued lack of public access to the recreational value of Woodland Meadow.

>>> Unsafe street conditions.

Eventually, we will have to face the reality of improving our roads to handle the traffic in our City, Costs will be considerably higher if we further delay these improvements. Federal funds may not be available at a later date.

Compiled by Community Club
and Complete the Circle
Committee, May 1979

Environmental Impact Statement

"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr."
...Committee for Livable Neighborhoods, Bull. 12/22/75

Question 4: How will Circle Blvd./Walnut Blvd. network help me?

Answer: According to the Draft Environmental Impact Statement, if you live on any of the streets listed below, the Circle Blvd.-Walnut Boulevard network will noticeably reduce traffic volume past your home!

Walnut Blvd.
Woodland Drive
Jameson
Hayes Avenue
Garfield Avenue
Harrison Blvd.
Circle Blvd. (between Kings and 29th and between Highland and Kings)
Kings Blvd.
And other residential streets in the area.

Elmwood Drive
Dogwood Drive
Lantana Drive
Alta Vista Drive
36th Street
Grant Avenue
29th St. (between Grant and Harrison and streets parallel to 29th)

If you live anywhere in Northwest Corvallis-

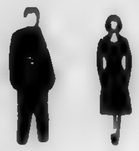
>>> You'll be precious minutes closer to the new fire sub-stations at NW Circle and 13th Street and 35th and Washington Way. Completing the 1/3 mile extension between Lantana and Witham Hill will provide a throughway with no stops and an easier grade than the neighborhood streets alternative.

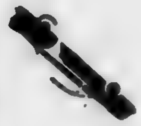
>>> Travelers on the way to existing and planned residential areas won't have to wind around your street to reach their destination.

To reach Witham Hill Drive many travelers are now winding from Circle at Lantana through Jameson and Woodland Drives - a 1 mile road, crooked and steep, with three stops, passing 80 homes; or, alternatively, they go from Circle/Lantana through Hayes and Garfield - a distance of .9 mile on two steep hills with three stops, passing 67 homes.

>>> The Circle Blvd./Walnut Blvd. network will make it easier for installation of needed utilities.

>>> It will improve soil stability for hillside homes and reduce siltation for lowland homes by providing improved storm drainage systems.





Compiled by Community Club
and Complete the Circle
Committee, May 1979

Environmental Impact Statement

"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr."
...Committee for Livable Neighborhoods, Bull. 12/22/75

>>> You'll find it easier to travel to work and to shopping areas.

>>> You'll save expensive gasoline. The cost of a trip from Circle Drive to Witham Hill Drive will be reduced 15-25%.

>>> You will have better access to the new public aquatic center on NW Circle and Highland Drive.

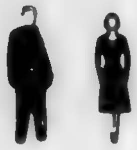
>>> Noise levels will generally be less for most streets in the area.

When Circle is extended through Woodland Meadow, the noise level will be comparable to that experienced currently by the homes from Circle 29th to Lantana, Witham Hill, Jameson at Woodland, and comparable areas. The heavily travelled commercial areas around Circle and 9th, which now exceed desirable residential noise levels,will find decreased or stationary noise levels.

>>> Air quality (as measured by emission rates for pollutants) will be improved in the entire Northwest area.

The extension of Circle Boulevard through Woodland Meadow will have no significant impact on its use as a meadow. Air and noise quality will more than conform to federal air and noise quality standards.

>>> If you're a bicyclist or jogger, you'll have access to Woodland Meadow natural park which is now in effect, reserved as a 33 acre (private) backyard for the few homes bordering the area. You'll also be better able to navigate the easy grade through the park. The extension of Circle Boulevard would be an easy 9% grade; contrast this with the 20-26 percent on the hills now used in going around the open space.



Compiled by Community Club
and Complete the Circle
Committee, May 1979

Environmental Impact Statement

Question 5. Who's going to pay for the Circle Blvd./Walnut extensions?

Answer: The State Department of Transportation has set aside $1.75 million of Federal Aid money which is available for this project. The money is available now, whenever we are ready to use it. This is more than two-thirds of the estimated $2,000,000 total projected cost. The State of Oregon will also contribute funds for the project.

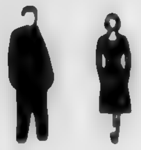
The balance would be paid out of State and City funds. The City will be required to pay 6 percent of the total project cost.

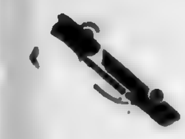
The N.W. Circle Boulevard Extension to Witham Hill Drive (A on map) is estimated at around $300,000. The City of Corvallis' share of this cost will come out of street SDC funds and general revenue. The cost will be shared by the entire city. On a cost per mile basis, the N. W. Circle Blvd. Extension is the best buy for the City.

The Walnut Boulevard Extension (B on map) should cost about $700,000. The Timberhill Acres Development Corporation has made a contractual commitment to the City to cover a portion of this cost. The Timberhill Corporation has already contributed a substantial amount for storm drainage facilities along this extension. Any balance of costs will come from street SDC sources and general revenues.

Widening N. E. Circle Boulevard (Section B on map) is projected at $1 million including acquisition costs. The 15 landowners, mostly business interests, who own property assessed at $1,850,000 (1978) will pay a share of this cost through an assessment district.

"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr."
...Committee for Livable Neighborhoods, Bull. 12/22/75





"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr." ...Committee for Livable Neighborhoods, Bull. 12/22/75

Question 6.	How about that open space (Woodland Meadow) some people are talking about?
Answer:	Open space is a Johnny-Come-Lately issue that has been raised by a few people whose back yards look out on Woodland Meadow or who live in an area they would prefer to preserve as a dead-end street.

The intended use of the area was for the extension of Circle Drive Boulevard. The Corvallis City Council minutes of March 4, 1974 report, "Upon purchase the (Corl) property will be dedicated for park use except for the part which is planned for right-of-way in the extension of Circle Drive Blvd."

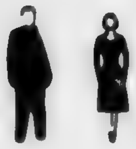
In 1977, three years later, the Corvallis City Council named the park section of the Corl property "Woodland Meadow-Natural Park" to be used as an undeveloped park to "serve these neighborhoods (the densely populated area around the park) as a park and open space."

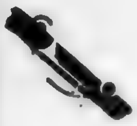
The Circle Boulevard extension would use about 3 acres out of the 33 acre park, leaving the remainder in its natural state. The area previously committed by the City for the road follows the natural contour of the area utilizing a drainage ditch area not otherwise suitable for recreational pursuits.

Understandably, some of the 14 families on Hayes Avenue, or bordering on Woodland Meadow, who would have to share the space they have come to feel is their own, would rather not have Circle extended to Witham Hill Drive. Other neighbors in the immediate area also prefer to keep their neighborhood free from traffic "disruption". These few families, who have known for years that Circle Boulevard would be extended to Witham Hill Drive, have not concerned themselves with the numerous neighborhoods who would be treated unfairly if Circle Blvd. is not extended.

Most of the families in the Witham Hill and Circle area are looking to the Circle Boulevard Extension to make their streets safer.

At least 600 families in the neighborhoods adjacent to the Circle/Lantana to Witham Hill extension will be directly benefitted by the extension. Note the count of some families whose streets will be improved by the Circle Boulevard/Walnut Extensions:





"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr." ...Committee for Livable Neighborhoods, Bull. 12/22/75

University Park	32 families
Witham Hill/Oak	74 families
Ash State	170 families
Witham Road	2 families
Lance Place	48 families
Woodland/Jameson Dr.	27 families
Kline Place area	14 families
Sylvan area	8 families
Garfield	35 families
Hayes (between Alta Vista & Witham)	18 families
Alta Vista	20 families
29th St.	42 families
Elmwood Drive	42 families
Lantana Drive	14 families
Dogwood Drive	15 families
Walnut Blvd. (North of 29th)	74 families
Douglas	13 families

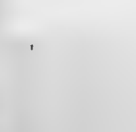
The Draft Environmental Impact Statement reports that long term traffic benefits will accrue to several thousand residents each day.

The Circle Blvd. extension would truly open up the park for public use.

Woodland Meadow is now used occasionally by neighbors to fly kites and exercise dogs. These recreational activities could be continued on the 30 acres in the Woodland Meadow Natural Park, but they will be available to all residents of the area. The Circle Blvd. extension includes a bicycle path through the Meadow, creating a pleasant area for cyclists, joggers, and strollers.

> Noise levels in the park concern a number of people. When the Circle/Walnut roads are completed, the park level near the Circle Blvd. Extension through Woodland Meadow will experience a noise level 69 dba (L10). Federal standards for parks allow a noise level of 70 dba (L10).

The City has taken action to acquire additional open space in the Northwest area, including Ivy Hill, (almost 100 acres), Walnut Park (30 acres), Timberhill (6 acres).



"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr." ...Committee for Livable Neighborhoods, Bull. 12/22/75

Question 7: Sounds great! Why are we even discussing it?

Answer: The record indicates almost unanimous support for the construction of the Circle/Walnut network:

The Corvallis City Council action has supported it by:

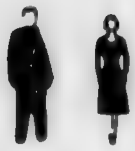
- Adopting the 1971 CH2M study - which recommended the Circle/Walnut network - "as a guideline for future street improvements".
- Adopting the plans for Circle/Walnut Boulevard networks recommended by the City engineering staff in 1973.
- Purchasing the Corl property in 1974 for the purpose of "extension of Circle Drive Blvd."
- Applying for Federal Aid Urban Highway Funds in 1974 and 1975 to finance construction of these projects.
- Retaining the consulting firm of Wilbur Smith and Associates to prepare the required Environmental Impact Statement. The City invested approximately $100,000 in the preparation of this Statement.

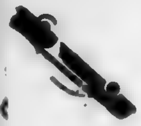
A neighborhood committee, the Committee for Livable Neighborhoods, Carly Davis and Marie Wilson,Co-Director went on record in 1975 "in favor of extending Circle Blvd. westward to Witham Hill Drive ..... after Walnut-53rd is completed".

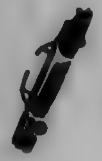
> The Walnut/Kings Blvd./53rd section was completed in 1978. Completion of Walnut between Kings Blvd. - Highland Drive is included in the current Circle Blvd.-Walnut extension network.

A neighborhood committee, Complete the Circle, Patty Lorenz, Chairman, is on record favoring the Circle Blvd.-Walnut extension.

The Draft Environmental Impact Statement prepared by Wilbur Smith and Associates finds that the Circle Blvd./Walnut Blvd. network would have no significant adverse affect on most areas and would increase the accessibility and use of Woodland Meadow by Corvallis residents.







The State of Oregon supports the Circle/Walnut extensions by:

- o Approving the preliminary project assessments.
- o Categorizing the Circle/Walnut extensions as "Projects of major action".
- o Appropriating $1.75 million from Federal Aid Urban Highway funds.

Every engineering and planning study conducted for the City of Corvallis has recommended the Circle Blvd./Walnut Blvd. extension as the solution to meet local transportation needs. At least four studies have been made by reputable professional firms since the 1950's. Not one study has found a more satisfactory alternative solution to the Northwest traffic problem than the Circle/Walnut Blvds. network.

The Circle/Walnut network complies with LCDC and comprehensive Plan goals.

The Oregon State Highway Division has concluded that the Circle Boulevard extension "will not physically use parkland."

The issue is being discussed again after legal and financial commitments to the project have been made, because a few families-who fear they will lose "park" privileges they have enjoyed almost exclusively - are making a last effort to stop Circle Blvd. from going through Woodland Meadow.

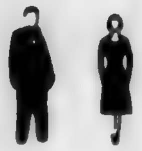
These families claim that they will suffer from increased traffic noise (the current Environmental Impact Statement indicates that they will, on the contrary, be on a par with other residential areas).

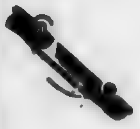
They are also concerned that the value of their residential area will be decreased. (The average assessed value of their homes - 1978- is $60,000, compared to 1978 average assessments of $76,000 to $80,500 on some of the residential areas now used as alternate routes to the Circle Blvd. Extension.

Little opposition has been heard from residents fronting the 3900 foot extension of Walnut Blvd. through "Open space" linking Kings Blvd. to Highland Blvd. Most Northwest residents recognize the necessity of widening the 3900 feet of N.E. Circle between 9th and Seavy.

Practically all of the opposition centers around 30 percent of the project, the 1850 feet extension from Circle Blvd. to Witham Hill Drive.

"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr."
...Committee for Livable Neighborhoods, Bull. 12/22/75





Compiled by Community Club
and Complete the Circle
Committee, May 1979

Environmental Impact Statement

SOURCES OF STATEMENTS
in
CIRCLE/WALNUT BOULEVARD EXTENSIONS

FACT SHEET

Question 1:
EIS 1/ Vol. 1. Circle , p. iii
EIS Vol. 1. Walnut, p. 3

Question 2:
City of Corvallis, Council Minutes, March 4, 1974
Deed to City of Corvallis, Jan. 13, 1975, M53596
EIS Vol. 2 Traffic, pp. 44, 66
EIS Vol. 1 Circle, p. 86
Letter, 1973, from Leland Corl to Mayor and City Council

Question 3:
EIS Vol. 2, Traffic, pp. 66, 67
Site tour
EIS Vol. 1, Circle, p. 122
EIS Vol. 2, Traffic, pp. 69, 70

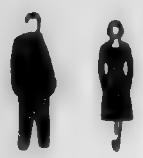
Question 4:
EIS Vol 2. Traffic, pp. 68-70, 73
EIS Vol. 1, Walnut, pp. 10, 11, 13, 81, 83, 105, 106, 111, 127
EIS Vol. 2, Acoustical, p. 23
EIS Vol. 2, Air Quality, pp. 29, 30
EIS Vol. 1, Circle, pp. 19, 71-72, 94, 95, 97, 130, 158, 159

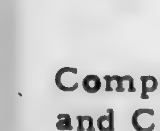
Question 5:
Letter May 14, 1979 from Gordon Wyatt to Cecil Barker
(Cecil Barker was Mayor of Corvallis when the Corl Property was purchased

Question 6:
Benton County Tax rolls
Benton County Assessor maps

Question 7:
EIS Vol. 1 Circle, p. 165
Benton County Tax rolls
Corvallis City Council records
Letter dated May 2, 1977, Oregon State Highway Division to Gordon Wyatt

"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr."
. . . Committee for Livable Neighborhoods, Bull. 12/22/75

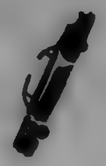




1/ EIS refers to draft Environmental Impact Statement
FAU 2120M/2110/ (1). FAU 2110M/2110(1) dated 3/15/79
Vol. 1 Walnut Boulevard Vol. 1 Circle Boulevard
Vol. 2 Circle Boulevard/Walnut Boulevard

Compiled by Community Club
and Complete the Circle
Committee, May 1979

Environmental Impact Statement



"After the completion of Walnut-53rd it would then be appropriate to complete Circle Blvd. to Witham Hill Dr."
...Committee for Livable Neighborhoods, Bull. 12/22/75

ADDRESS LETTERS TO:

1. The Editor
Corvallis Gazette Times
600 S.W. Jefferson
Corvallis, Oregon 97330

2. Mr. Gordon Wyatt
Project Coordinator
Corvallis City Hall
501 S.W. Madison
Corvallis, Oregon 97330

3. Mr. Richard Gervais
Chairman
Land Conservation and Development Commission
1175 Court Street, N.E.
Salem, Oregon 97310

4. Mr Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

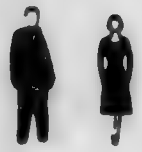
FOR FURTHER INFORMATION CONTACT:

Complete the Circle Committee
Patty Lorenz
1245 N.W. Kline Place
Corvallis, Oregon 97330
Phone: 752-6330

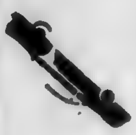
or

Community Club
Doug Ingalls, President
c/o P.O. Box 832
Corvallis, Oregon 97330
Phone: 752-5161

DATES TO REMEMBER:



1. May 30, 1979 - 7:30 P.M. Public Hearing - Walnut Boulevard Extension
Cafeteria/ Auditorium, Highland View Intermediate School,
1920 N.W. Highland Drive



2. May 31, 1979 - 7:30 P.M. Public Hearing - Circle Blvd. Extension
Cafeteria/Auditorium - Highland View Intermediate School
1920 N.W. Highland Drive

3. July 12, 1979 LCDC Hearing on Circle Boulevard
Salem, Oregon

Compiled by Community Club
and Complete the Circle
Committee, May 1979

Environmental Impact Statement

9345

2.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 22, 1979

In Reply Refer to
File No.:

Ms. Meg Cramer
1350 NW Spring
Corvallis, OR 97330

RE: Circle Boulevard
N.W. Lantana Dr. to N.W. Witham
Hill Drive Section, and
N.W. Ninth St. to Southern Pacific
Railroad (Seavy Ave.) Section
City of Corvallis, Oregon
Benton County

Walnut Boulevard
Kings Blvd. to Highland Dr. Section
City of Corvallis, Oregon
Benton County

Dear Ms. Cramer:

Thank you for your recent letter concerning the Circle and Walnut projects in Corvallis, Oregon.

Your letter will be made part of the record on these projects. By copy of this letter I will also inform the City of Corvallis of your views on this matter. As you may know, a public hearing has been scheduled by the City of Corvallis on May 30 and 31.

Thanks for writing.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

RECEIVED
TECHNICAL SERVICES
MAY 23 '79
REFER TO
FOR
Info Invest R/D D/R Sign Act File

GAP:brl

cc: Mr. Gordon Wyatt, Project Coordinator, Public Works Department

Form 734-3122

AN EQUAL OPPORTUNITY EMPLOYER

RECEIVED
ENVIRONMENTAL
SECTION

MAY 21 1979

Referred to Manager
Proj. Coord. Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

Mr. Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon.

Dear Mr. Potter,

The following letter is a copy of the letter to the Editor of the Gazette Times in support of the Circle/Walnut network.

To the Editor:

Another bicycle accident has occurred at the corner of Grant and Witham Hill Drive. Grant, 36th St., and many quiet residential streets near us have been forced to become collector streets because Circle Blvd. is not completed through Woodland Meadow Park. And if 1,000 Friends of Oregon have their way, it never will be completed. In the cities plans for Circle extension is a class 1 bike path which would help a great deal to assure an easier and safer access by young people to schools, parks, playgrounds, and the new swimming pool. Building is booming in this area but traffic planning is definitely not keeping pace. Meanwhile our streets are becoming more and more unsafe and congested.

If you join me in this concern, please support the Circle/Walnut network by attending the public hearing, May 31st, at 7:30 at Highland View Middle School. Oral or written statements will be accepted.

Meg Cramer
1350 NW Spring
Corvallis, Ore.

Meg Cramer

9349

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 22, 1979

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

Ms. Sharon Langeberg
365 N.W. Harrison
Corvallis, OR 97330

RE: Circle Boulevard
N.W. Lantana Dr. to N.W. Witham
Hill Drive Section, and
N.W. Ninth St. to Southern Pacific
Railroad (Seavy Ave.) Section
City of Corvallis, Oregon
Benton County

Walnut Boulevard
Kings Blvd. to Highland Dr. Section
City of Corvallis, Oregon
Benton County

Dear Ms. Langeberg:

Thank you for your recent letter concerning the Circle and Walnut projects in Corvallis, Oregon.

Your letter will be made part of the record on these projects. By copy of this letter I will also inform the City of Corvallis of your views on this matter. As you may know, a public hearing has been scheduled by the City of Corvallis on May 30 and 31.

Thanks for writing.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

RECEIVED
TECHNICAL SERVICES
MAY 23 '79
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

GAP:brl

cc: Mr. Gordon Wyatt, Project Coordinator, Public Works Department

May 18, 1979

Mr. Gary Potter
Manager
Environmental Section
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Potter:

I urge that the Circle Boulevard/Walnut Boulevard extensions be implemented in the near future.

If the implementation does not take place, many residential streets will become throughways, and most residents of Northwest Corvallis will pay the price of:

15-25% incresed mileage to go to work or shopping

20% increased time to drive from home to work or other destinations

More start and stop traffic

Unneccessary waste of expensive energy (gasoline)

Traffic Congestion due to a volume of traffic greatly exceeding the handling capacity of the existing road network.

Serious delays for the fire or police department in answering emergencies. Walt Pflughaupt, Fire Chief, has testified at public hearings that a Western extension of Circle Boulevard would greatly enhance fire truck access to the Witham Hill Drive area. In fact, direct routing of this high-risk area was a consideration in determining the Circle Boulevard location for the recently constructed fire station.

Increased traffic on most Northwest residential streets.

Increased hazards for children crossing some streets on way to schools.

Page 2.

Continued lack of public access to the recreational value of Woodland Meadow.

Unsafe street conditions.

Eventually, we will have to face the reality of improving our roads to handle the traffic in our City. Costs will be considerable higher if we further delay these improvements. Federal funds may not be available at a later date.

Yours sincerely,

Sharon Langeberg
365 N. W. Harrison
Corvallis, OR 97330

SL:jm

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: May 14, 1979

In reply refer to: HRC-010

SUBJECT: DEIS's - Circle Blvd. and Walnut Blvd.

FROM: Assistant Regional Counsel
Region 10

TO: Mr. Glen L. Green
Division Administrator
Salem, Oregon

RECEIVED
ENVIRONMENTAL SECTION
MAY 18 1979
Referred to ✓ Manager ✓
Proj. Coord. ✓ Res. Coord.
Eng. Coord. Adm. Asst.
Sec. File

Per your request, we have reviewed the draft environmental impact statements (DEIS) for Circle Boulevard and Walnut Boulevard (Kings Blvd. - Highland Drive Section) in Corvallis, Oregon.

We have no comments on the Walnut Boulevard DEIS. However, based on our review of the Circle Boulevard DEIS, it is our legal opinion that if the City of Corvallis selects the presently proposed build alternative for Circle Drive between N.W. Witham Hill Drive and N.W. Lantana Drive, a §4(f) determination will be required with respect to Woodland Meadow - Natural Park. This legal opinion is based on the fact that the proposed project would have the following effects on the park:

1. Requires land from the park for the construction of a class I bikeway (DEIS, pp. 19, 130).

2. Physically separates the existing park into two sections (DEIS, pp. 5, 43, 46).

3. Significantly increases the noise levels within the park. The present ambient noise level within the park is 50 dba. The projected noise level within the park after construction of the project would be in excess of 70 dba within 15 feet of the right-of-way at the eastern end and 45 feet at the western end (DEIS, p. 131).

4. Significantly impacts the aesthetic qualities of the park (DEIS, p. 132).

5. Creates the potential for park user/traffic conflicts and hazards, especially for children (DEIS, p. 131).

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MAY 18 1979
OREGON DIVISION

6. Increases carbon monoxide concentrations within the park (DEIS, p. 131).

Both the taking of parkland for the bicycle path and the material adverse effect on the park from the physical separation, noise, air quality, visual and traffic hazard impacts constitute a "use" of the park as that term has been defined by the courts in Brooks v. Volpe, 460 F.2d 1193, 3 ERC 1858 (9th Cir., 1972); Stop H-3 v. Coleman, 533 F.2d 434, 9 ERC 1383 (9th Cir., 1976); Monroe County Conservation Council v. Adams, 566 F.2d 419, 11 ERC 1037 (2nd Cir., 1977); Citizens for Mass Transit v. Brinegar, 357 F.Supp. 1269, 5 ERC 1231 (D. Ariz., 1973); Conservation Society of Southern Vermont v. Secretary of Transportation, 362 F.Supp. 627, 5 ERC 1683 (D. Vt., 1973), 443 F.Supp. 1320 (D. Vt., 1978); Lange v. Brinegar, ____ F.Supp. ____ (E.D. Wash., Civ. No. 3941, 8/31/76). See also our prior memorandums on the Foothills Blvd. DEIS, Grants Pass, and the Front Street Bypass DEIS, Salem.

For example in Brooks v. Volpe, the Court stated:

> "The word 'use' is to be construed broadly in favor of environmental statements in cases in which environmental impact appears to be a substantial question . . . . Application of this principle in the present case requires that the encirclement of the Denny Creek Campground by the challenged freeway be recognized as a 'use' of that campground within the meaning of 23 U.S.C. §138." 460 F.2d 1193, at 1194.

The Court in Monroe County v. Adams stated:

> "Although only a small portion of the park would have to be taken to accomplish this reconstruction, the actual 'use' of the park within the meaning of §4(f) would be much greater. The park . . . would be subject to the unpleasantness which accompanies the heavy flow of surface traffic. In addition, access to the park from the adjoining residential areas would become difficult and hazardous because of the necessity of crossing a heavily-travelled, six-lane arterial highway. These factors add up to a 'use' of the park under the statute." 566 F.2d 419, at 424.

And the Court in *Lange* v. *Brinegar* stated:

> "Courts have generally recognized that a project need not actually encroach upon public land to require compliance with §4(f) . . . . The construction of this highway segment inevitably affects the [recreational] easements in question. Noise, air and water pollution, increased accessibility and general unsightliness are possible consequences of constructing the highway. While the segment may not actually encroach upon state interests in the areas, the roadway will constructively use the recreation areas. A §4(f) analysis must be made." Slip opinion, at 32.

The §4(f) statement must document that there are no feasible and prudent alternatives to "using" land from the park and that all possible planning to minimize harm has occurred. The DEIS only discusses two alternatives - the proposed project and no-build. Should the City select the proposed project, the Division should assure that the §4(f) statement adequately describes from an engineering standpoint why there are no other feasible and prudent alternatives to meet the stated needs for this project.

Please feel free to call should you wish to discuss this matter further.

James F. Zotter

James F. Zotter

cc: R.C. Cowdery (HED-010)

9395

LOCATION NARRATIVE

N.W. Witham Drive-Lantana Avenue
Circle Blvd. (Corvallis)
Benton County

Richard E. Nelson
Region 2 Location Engineer
April 1979

SCOPE: The proposed project is to construct Circle Blvd. from Witham Hill Drive to Lantana Ave.. Circle Blvd. is identified as an urban collector in the Corvallis Area Transportation Plan and has been constructed as a collector from Lantana easterly.

HISTORY: Project request submitted in April 1975; City forces to perform preliminary engineering. In November 1978 a supplemental agreement was executed, at the request of the City, to allow completion of the preliminary engineering by State forces. Proposal was prepared utilizing field data obtained by city forces.

RIGHT OF WAY: Existing 80 foot right of way has been previously obtained. Design criteria is dictated by existing right of way corridor, additional right of way is not considered attainable because of environmental considerations.

HORIZONTAL AND VERTICAL CONTROL:
Coordinates are assumed, bearings are from a county survey. Vertical control; USC&GS. Horizontal and vertical alignments are controlled by existing right of way.

TYPICAL SECTION:
Travel lanes, two 12'
Shoulders, two 3'
Median refuge at Witham intersection, 14'
Sidewalk - 5' left side
*Bikeway - 8' right side

*Bikeway is not parallel to roadway, alignment meanders from the right of way through the public open space, becoming adjacent to the roadway 200 feet from Lantana and continues 150 feet beyond Lantana to Arbor Way.

BASE DESIGN: Wearing Surface - 2" Class "B" A/C
Base Course - 3" Class "B" A/C
Treated Subgrade - 12" Lime Treatment
Sidewalk - 4" P.C.C.
Bikeway - 6" P.C.C.

DRAINAGE: Drainage system was designed to fit between existing systems on Witham and Lantana.

UTILITIES: There is an existing 10 inch sanitary sewer system and 12 inch water main which will not conflict with construction. The sewer manholes will need adjustment. A fire hydrant and water valves will need adjustment at Lantana Ave.

STAGE CONSTRUCTION:
Stage construction not required. Minor flagging of traffic will be necessary at Lantana Ave. to construct the connection.

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION N.W. Whitham Hill-Lantana Ave. UNIT OR PART ____________ Sheet 1 of 2
HIGHWAY Circle Blvd. PREFIX 302-1938-901 COUNTY Benton

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUN
1	110	Mobilization	Lump Sum	All	8%	19,018.06
2	111	Temp. Protection & Direction of Traffic	Lump Sum	All	1½%	3,513.19
3	111	Temporary Signs	Sq. Ft.	38	6.00	228.00
4	111	Temporary Barricades	Each	10	100.00	1,000.00
5	111	Flagmen	Hour	40	19.00	760.00
6	202	Removal of Structures & Obstructions	Lump Sum	All	2500.00	2,500.00
7	203	General Excavation	Cu. Yd.	3844.5	5.00	19,222.50
8	206	Trench Excavation	Cu. Yd.	1,377.5	8.00	11,020.00
9	233	Watering	M-Gal.	96	10.00	960.00
10	307	Lime Treated Subgrade	Sq. Yds.	7,050	1.50	10,575.00
11	307	Lime For Treated Subgrade	Ton	183	80.00	14,640.00
12	403	CL 'B' Asphalt Conc. Mix	Ton	2,083	17.50	36,452.50
13	403	Asphalt Cement in Mix	Ton	125	103.00	12,875.00
14	407	Asphalt Tack Coat	Ton	1	150.00	150.00
15	603	12" Storm Sewer Pipe	Lin. Ft.	378	12.00	4,536.00
16	603	15" Storm Sewer Pipe	Lin Ft.	550	13.00	7,150.00
17	603	18" Storm Sewer Pipe	Lin. Ft.	1110	18.50	20,535.00
18	603	Pipe Under Pavement	Lin. Ft.	18	15.00	270.00
19	604	Manhole, Pre-Cast	Each	6	1,500.00	9,000.00
20	604	Curb Inlet	Each	9	775.00	6975.00
21	604	Type 'O' Inlets, Modified	Each	5	550.00	2,750.00
22	608	5' P.C.C. Walk - 4"	Sq. Yds.	1,019	13.50	13,756.50
23	608	8' P.C.C. Bikeway - 6"	Sq. Yds.	1,636	20.00	32,720.00
24	609	P.C.C. Curb Type 'A'	Lin. Ft.	3,624	6.75	24,462.00
25	628	Adjust Manhole	Each	4	200.00	800.00
26	628	Adjust Inlet	Each	1	175.00	175.00
27	681	Seeding & Mulching	Acre	1	700.00	700.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION N.W. Whitham Hill-Lantana Ave UNIT OR PART __________ Sheet 2 of 2

HIGHWAY Circle Blvd. PREFIX 302-1938-901 COUNTY Benton

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
				Sub-Total		256,743.74
		Engineering & Contingencies		20%		51,348.75
				Total		308,092.49

Form 81-734-3000 9395

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Arbol Place-Witham Hill Drive

Highway Circle Blvd. (Corvallis) Fau 2110

County Benton

Date April 10, 1979

Authorization No. 3

Survey Prefix 302-1938 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is the extension of Circle Boulevard from Arbol Place to Witham Hill Drive. Project length 1800 Feet.

Purpose of survey: Prepare plans, specifications and cost estimates to construct 30' to 40' wide street with curbs, drains and type I bikepath.

Estimate of cost:

Field Survey	901	5,000
Citizen Part.	902	300
Consultant	904	40,000
Final Design	905	2,500
Soils & Geol.	910	300
Traffic	911	500
Utility	914	150
Proj. Mgmt.	920	100
Specifications	921	800
Environmental	923	3,000
Seminars	950	800
Hearings	980	2,000

M-2110(1)
2-26-76

Total estimated cost of survey	$ 55,450
Previous authorization	49,000
Additional authorization requested	6,450
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Costs & Records Spec.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
E S Hunter
Assistant State Highway Engineer

SP*19760-734

9395

April 4, 1979

City of Corvallis
City Hall
Corvallis, OR 97330

Attention: Jerry Hortsch
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5311

Gentlemen:

Attached for your files are fully executed copies of three agreements described as follows:

1) Supplemental agreement concerning construction of the N.W. Lantana Drive-N.W. Witham Hill Drive Section of N.W. Circle Boulevard, FAU 2110.

2) Supplemental agreement concerning construction of the N.W. Kings Boulevard-N.W. Highland Drive Section of N.W. Walnut Boulevard, FAU 2120.

3) Supplemental agreement concerning construction of the N.W. 9th Street-SPRR Section of N.W. Circle Boulevard, FAU 2110.

We are retaining fully executed copies of these supplemental agreements for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Enclosures

bc: Gerald Wimer (agreements attached)

9395

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 15, 1979

Gary F. Pokorny
City Manager
City Hall
Corvallis, OR 97330

Dear Mr. Pokorny:

Enclosed are four copies of the Supplemental Urban System Project Agreement for the Lantana Drive-Witham Hill Drive Section of Circle Boulevard. The Supplemental Agreement more clearly defines State and City responsibilities during development of the project.

Please review the agreement and, if satisfactory, present it to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully executed copy will be returned to you for your records.

Very truly yours,

ORIGINAL SIGNED BY
PHILLIP O. STEARNS

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/gl
enc.
cc: D. H. Moehring ✓

PROJECT MANAGEMENT
PME ☐ CCE ☐
FAE ☐
[illegible]
File:
IAA

9395.

FHUS
Corvallis

Wilbur Smith & Associates

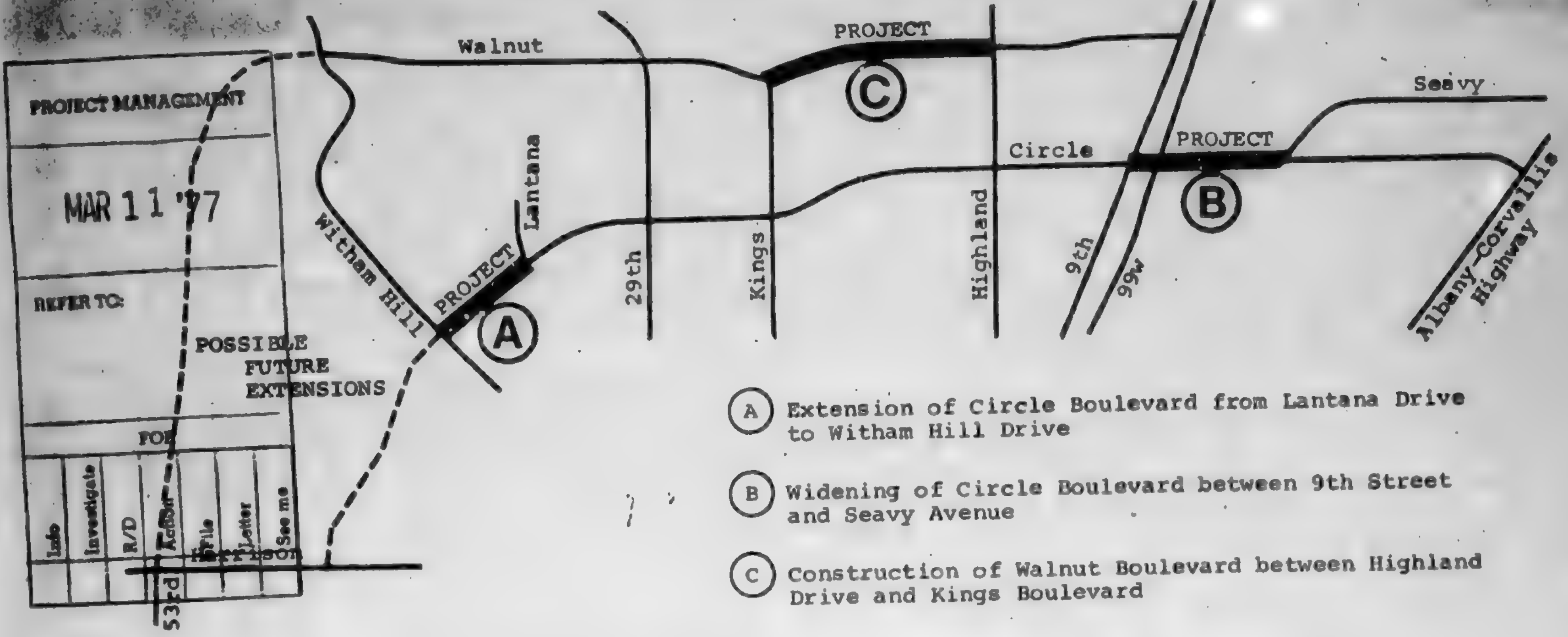
Consultant to the City of Corvallis

3-11-77

Dear Resident:

Your address was selected at random in a neighborhood sample which we derived to obtain measures of neighborhood and community attitudes. We sincerely feel that, in order to truly understand and identify with an area, we must consult with the experts on that area. You, as a resident of your neighborhood, can furnish us with much more information than agencies providing government and other services.

With this survey, we hope to gain a clearer understanding of traffic conditions, needs and impacts in your neighborhood. We request your views to help us determine highway improvement options in the northern part of Corvallis. Environmental Impact Statements are presently being prepared for these THREE PROPOSED HIGHWAY IMPROVEMENT PROJECTS:



PROJECT MANAGEMENT

MAR 11 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

Ⓐ Extension of Circle Boulevard from Lantana Drive to Witham Hill Drive

Ⓑ Widening of Circle Boulevard between 9th Street and Seavy Avenue

Ⓒ Construction of Walnut Boulevard between Highland Drive and Kings Boulevard

The Environmental Impact Statements will be prepared for the entire Circle Blvd. route from Harrison Blvd to the Albany-Corvallis Highway and the entire Walnut Blvd. route from Harrison Blvd. to 9th St., thus taking into account any possible future extensions. Other alternatives being investigated assume that these proposed projects will not be undertaken at all.

We are requesting a few minutes of your time to fill out the enclosed questionnaire. Your name and address need not be included. The information you provide will be combined with that of others to determine a general profile of residents' attitudes in your area. This was to make sure that you feel free to answer the questions without hesitation.

As a next stage, the Project Citizen's Advisory Committee (PCAC), in cooperation with the Consultant, proposes to discuss and review specific project alternatives and impacts with interested citizens of your neighborhood.

If you plan to participate in your Neighborhood Citizen's Advisory Committee (NCAC) please indicate your name, address and telephone number in the space provided on the last page of this questionnaire OR inform Mr. Gordon Wyatt, Project Coordinator, City of Corvallis, of your interest; his telephone number is 757-6941.

Again, we solicit your cooperation. Any and all suggestions, comments and criticisms are welcome. Thank you.

Ⓗ ✓ HAL-FRED

NOTED.
M NOR C. H LMES

Sincerely,
WILBUR SMITH & ASSOCIATES

ATTITUDE SURVEY

1. HOW MANY YEARS HAVE YOU LIVED IN THE CORVALLIS AREA?
____ 1 year or less ____ 1-3 years ____ 3-6 years
____ 6-10 years ____ over 10 years

2. HOW MANY PERSONS, INCLUDING YOURSELF, LIVE IN YOUR HOUSEHOLD?
____ one ____ two ____ three ____ four or more

3. DO YOU OWN OR RENT YOUR RESIDENCE?
____ own ____ rent

4. WHERE DO YOU LIVE IN RELATION TO CIRCLE BOULEVARD?
____ adjacent ____ within one block ____ further than one block

5. WHERE DO YOU LIVE IN RELATION TO WALNUT BOULEVARD?
____ adjacent ____ within one block ____ further than one block

6. ARE YOU SATISFIED WITH EXISTING TRAFFIC CONDITIONS IN CORVALLIS?
____ quite satisfied ____ somewhat dissatisfied
____ reasonably well satisfied ____ very dissatisfied
Any comments? ____
____

7. Listed below are a series of POSSIBLE TRANSPORTATION NEEDS for the Corvallis area. HOW IMPORTANT DO YOU THINK EACH OF THE FOLLOWING IS TO MEETING FUTURE NEEDS OF CORVALLIS

	Critical Need	Needed, but Not Critical	Not Needed
a. Developing a continuous circumferential traffic route around northwesterly Corvallis	____	____	____
b. Removing through traffic from local streets	____	____	____
c. Reducing traffic congestion by traffic management (signals, signs, etc.) instead of new roads	____	____	____
d. Constructing additional streets to accommodate traffic growth caused by new development in northwesterly Corvallis.	____	____	____
e. Constraining traffic growth by restricting development in northwesterly Corvallis.	____	____	____
f. Improving pedestrian/bicyclist safety on arterials	____	____	____
g. Completing a bypass of downtown Corvallis	____	____	____
h. Developing a better bus transit system for service to northside suburban residents	____	____	____
i. Developing better access to the new hospital from the south and west	____	____	____
j. Providing better access to the new Hewlett-Packard plant from the west	____	____	____
k. Reducing noise levels on arterial streets	____	____	____
l. Providing bikeways along arterial routes on the northside	____	____	____
m. Facilitating school child access to neighborhood schools along Circle and Walnut Blvds.	____	____	____
n. Other (please specify) ____________________ ____________________ ____________________	____	____	____

8. Listed below are a series of possible ADVERSE and POSITIVE IMPACTS which may be attributable to any or all of the three proposed projects.
HOW IMPORTANT OR CRITICAL DO YOU FEEL THESE POSSIBLE IMPACTS WILL BE IN YOUR NEIGHBORHOOD?

Please check your answer for each of the three proposed projects.

PROPOSED PROJECTS

	A			B			C		
	CIRCLE BLVD. EXTENSION to Witham Hill			CIRCLE BLVD. WIDENING 9th-Seavy			WALNUT BLVD. CONSTRUCTION Highland-Kings		
POSSIBLE ADVERSE IMPACTS:	NOT Important	SOMEWHAT Important	VERY Important	NOT Important	SOMEWHAT Important	VERY Important	NOT Important	SOMEWHAT Important	VERY Important
a. Damage to park environments	___	___	___	___	___	___	___	___	___
b. Disruption of ecology (plant and wildlife)	___	___	___	___	___	___	___	___	___
c. Visual intrusion	___	___	___	___	___	___	___	___	___
d. Water pollution	___	___	___	___	___	___	___	___	___
e. Air pollution	___	___	___	___	___	___	___	___	___
f. Noise pollution	___	___	___	___	___	___	___	___	___
g. Disruption of residential activities	___	___	___	___	___	___	___	___	___
h. Barrier effects separating residential areas from schools, churches, parks, etc.	___	___	___	___	___	___	___	___	___
i. Displacements of homes or businesses	___	___	___	___	___	___	___	___	___
j. Reductions in residential property values	___	___	___	___	___	___	___	___	___
k. Inducement of new land development (secondary effects)	___	___	___	___	___	___	___	___	___
l. Traffic intrusion in residential neighborhoods	___	___	___	___	___	___	___	___	___
m. Increased traffic safety problems	___	___	___	___	___	___	___	___	___
n. Financial burden on City government	___	___	___	___	___	___	___	___	___
o. Other (please specify) ___________	___	___	___	___	___	___	___	___	___
POSSIBLE POSITIVE IMPACTS									
p. Increased accessibility of parks	___	___	___	___	___	___	___	___	___
q. Improved access to other parts of the City	___	___	___	___	___	___	___	___	___
r. Increases in residential property values	___	___	___	___	___	___	___	___	___
s. Increased opportunity for new land development (secondary effects)	___	___	___	___	___	___	___	___	___
t. Traffic reduction in residential neighborhoods	___	___	___	___	___	___	___	___	___
u. Improved traffic safety	___	___	___	___	___	___	___	___	___
v. Other (please specify) ___________	___	___	___	___	___	___	___	___	___

Please, RETURN this questionnaire by mail; NO POSTAGE REQUIRED.

YES, I want to join my Neighborhood Citizen's Advisory Committee (NCAC).

NAME: ____________________

ADDRESS: ____________________

PHONE: ____________________

TO

WILBUR SMITH and ASSOCIATES
Consulting Engineers & Planners
Pacific Building
520 S.W. Yamhill Street
Portland, Oregon 97204

9395

R

Wilbur Smith and Associates, Inc.

CABLE WILSMITH
TELEX 87-3439

111 PINE STREET
ROOM 1500
San Francisco, California 94111
PHONE (415) 433-3840

REGION 2 ENGINEER
RECEIVED
MAR 1 8 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROS
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

RECEIVED
MAR 14 1977
Engineering Division

February 21, 1977

RECEIVED
FEB 24 1977
Engineering Division

Mr. A. Gordon Wyatt
Project Coordinator
Corvallis City Hall
501 S.W. Madison Avenue
Corvallis, Oregon 97330

Dear Gordon:

As part of the Citizens Participation Program for the Circle and Walnut Boulevard EIS studies, we had suggested to you and the PCAC that an attitude survey should be conducted to obtain a representative cross section of prevailing views and concerns in each of the neighborhood areas which would be impacted by the proposed projects. During the last Project Citizen's Advisory Committee (PCAC) meeting of February 14, 1977, a general concensus was reached that Wilbur Smith & Associates, rather than the PCAC, should conduct this survey.

We are prepared to perform this survey. We propose to hand-deliver approximately 2,000 mail-back questionnaires to a representative number of households in each of the nine study area neighborhoods. The returned questionnaires will be tabulated by hand. A summary of the survey and an evaluation of the results will be presented in a working paper (40 copies) within two weeks after receipt of the returned questionnaires.

We propose to perform this survey for a total cost not to exceed $1,500.00. This estimate is based on the following distribution of costs and expenses:

Printing	$ 200
Postage	260
Project Engineer	240
Field Personnel	200
Clerical and Secretarial	500
Travel and Subsistence	100
Total:	$1,500

FOR		REFER TO:		
Info			MAR 21 '77	PROJECT MANAGEMENT
Investigate				
R/D				
Action				
File				
Letter				
See me				

We are prepared to commence the survey within three (3) days upon written authorization to proceed.

If the foregoing is acceptable, this letter may serve as our agreement by signing below and returning a copy to us.

Very truly yours,

WILBUR SMITH AND ASSOCIATES

Gerard Drake

Gerard L. Drake
Vice President

GHM:dfm

APPROVED:
TITLE: CITY ENGR
DATE: 3/14/77

APPROVED : A Gordon Wyatt
TITLE : Principal Engineer
DATE: 3/15/77

APPROVED: E S Hunter
TITLE: Deputy Hwy. Engr.
DATE: 4-4-77

Form E-39 (Rev. 9-71) 9395

Laus
Corvallis

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Arbol Place - Witham Hill Drive

Date July 14, 1976

Highway Circle Blvd. -(Corvallis) FAU 2110

Authorization No. 2

County Benton

Survey Prefix 302-1938 (Assigned by Salem office)

Description of termini, route, length, etc.: The project is the extension of Circle Boulecard from Arbol Place to Witham Hill Drive. Project length 1800 feet.

RECEIVED
COUNTY & CITY SECTION
JUL 26 1976
☐ ENGR. ☐ COOR. ☑ GE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Purpose of survey: Prepare plans, specifications and cost estimates to construct 30' to 40' wide street with curbs, drains and Tupe I bikepath.

Estimate of cost:

Field	901	1,500
Citizen Participation	902	300
City	903	45,000
Plans	905	1,000
Proj. Mgt	920	100
Specifications	921	500
Environmental	923	400
Hearings	980	200

M-2110 (1) 2/26/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 49,000
Previous authorization	5,000
Additional authorization requested	44,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: James E. Cheney
for Richard Nelson Field Engineer

Recommended for Approval: L. D. Fredrickson Regional Engineer

Recommended for Approval: Frank E. Nelson Location Engineer

Approved: E. S. Hunter Assistant State Highway Engineer

SP*23604-734

9395 faus

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

3-19-76

Project Name: Witham Hill Dr. - Lantana Dr. Section

Highway: Circle Boulavard F.A. Rt. No.: FAU 2110

Project No.: M-2110(-) Prefix: — Type F.A. Fund: FAUS

P.E. Performed by: ______ County-City of: Corvallis

Consultant: ______
(Name)

Project Category: 2 Major (Significant)

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☒	☐

Anticipated Date of Hearing: 2-15-77

Date P.E. Authorized (FHWA): *

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey	5-29-74	completed 3-26-75	
Preliminary Design		10-1-77	
Design Approval		12-1-77	
Final Design		2-1-78	
P.S. & E. Approval		3-1-78	

RECEIVED
COUNTY & CITY SECTION
MAR 23 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Remarks: Field survey was begun prior to establishment of FAU system. *P.E. was initially proposed to be funded by City. Federal-Aid for P.E. requested by City 1-8-76 and is being processed.

Distribution:
- Project Management
- Location
- Region
- Local Agency
- Consultant

Signed: Phil Stearns
Title: RFAE
Date: 3-19-76

9395

302-1939

fan.

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 9, 1976

Mr. Dean Smith
City Manager
City Hall
Corvallis, OR 97330

Dear Mr. Smith:

This is to advise you the Highway Division has received approval from the Federal Highway Administration for the preliminary engineering phase of the Witham Hill Drive-Arbol Place Section of [redacted] and the Kings Boulevard-Highland Drive Section of Walnut Boulevard.

City Forces may proceed with all preliminary engineering necessary to obtain location/design approvals in accordance with the supplemental agreements for the projects.

Very truly yours,

Phillip O. Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elf

cc: L. W. Rulien

PROJECT MANAGEMENT
MAR 10 '76
REFERRED TO
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
MAR 1[illegible] 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

9395

fans

PRO 6-2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. M-2110(1)
N.W. Witham Hill Drive - N.W. Arbal Place Section

We hereby request your concurrence that the environmental Statement for the subject project is not limited to the termini as programed but includes, in compliance with FHPM 7-7-2, the entire route between N.W. Harrison Blvd. and N.E. Seavy Avenue.

We further request that your previous authorization to preceed with preliminary engineering be amended to read all phases of preliminary engineering necessary to obtain approval of the final environmental impact statement at a total estimated cost of $40,000, Federal funds $31,200.

The overall cost of the project as programed does not require changing at this time.

CL:re

cc: C. O. Fredrickson
D. E. Swan
R. Unrein

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

9395

Jones

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-26-76

FEDERAL AID PROJECT NO.
M-2110(1)

STATE PROJECT NO.
NW Witham Hill Dr-NW Arbol

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-66

COUNTY NAME
Benton

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	FAU 2110
	2/26/76	STATE ROUTE NUMBER	City Street

GENERAL LOCATION:

City Street - NW Circle Blvd (Corvallis)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* All phases of Preliminary Engineering necessary to obtain location/design approval at a total estimated cost of $40,000, Federal funds $31,200.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 2/24/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 2/17/76 letter you are authorized to proceed with the work as shown above.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/26/76	G. K. Hosmer for	Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 2/26/76

BY (Signature): L.W. Rulien's 2/17/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
	M-2110(1)	0.35	50,000	39,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
NW Witham Hill Drive- NW Arbol Place (Corvallis) Section Benton County State of Oregon	Preliminary Engineering including utility preparatory work.

REMARKS (Division)

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 2/26/76

SIGNATURE AND TITLE: G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-18
(Rev. 8-71)

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 17, 1976

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) City St., NW Circle Blvd. (Corvallis) 21 68	ADT	PRESENT ----	FUTURE 5,500 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 2110 7

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Benton			CO
	NAME OF URBAN AREA 17-31 Corvallis	ROUTE NO. U	FEDERAL-AID 2110 (32)	STATE City St. (36) (37)	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		City St. N.W. Circle Blvd. (Corvallis)	0.35	50,000	39,000	5,500	5,500 (City)
5					ROW							
5					CONST (CODE)		"N.W. Witham Hill Dr.-N.W. Arbal Place (Corvallis) Section"					

CARD	CODE	PREPARED BY						
1	1	CL	PROJECT TOTALS	0.35	50,000	39,000	5,500	5,500 (City)
1	14				(18) (23)	(24) (28)	REMARKS	

PROGRAM APPROVAL DATES

FEB 26 1976

FHWA OREGON DIVISION

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 17, 1976

ECT LOCATION (43 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., NW Circle Blvd. (Corvallis) 60		----	5,500 (66) (70)	96 (71) (72)	10	Oregon	41 (2) (3)	W32 (4) (5)	66 (14) (15)

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. / DESIG.
ngineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	2110 7	(1) 13	(24) (26) 27

Urban System

Corvallis

COUNTY NAME Benton CODE 003 (14) (16)

ROUTE NO. U FEDERAL-AID 2110 (32) STATE City St. (36) (37) U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		City St. N.W. Circle Blvd. (Corvallis)	0.35	50,000	39,000	5,500	5,500 (City)	Preliminary engineering all phases incl. P.E. by utility forces.
OW								(Future 30' curb to curb street with sidewalk/bikeway.)
NST DE)		"N.W. Witham Hill Dr.-N.W. Arbel Place (Corvallis) Section"						ROW - 80' normal; Access control-partial; Parking restrictions-partial.
	CL	PROJECT TOTALS	0.35	50,000 (16) (23)	39,000 (24) (33)	5,500	5,500 (City)	

OVAL DATES

6

DIVISION

REMARKS

-Over-

N.W. WITHAM HILL DRIVE-N.W. ARBOL PLACE (CORVALLIS) SECTION

PROJECT NO. M-2110(1)

Existing Facility: Located line no existing facility.

Adjacent Sections:

N.E. End--44-foot curbed roadway.

S.W. End--Jct. with N.W. Witham Hill Drive (R/W for future extension of Circle Blvd. from Witham Hill Drive to Harrison Blvd. deeded to the County in 1963).

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction of a 30-foot curbed roadway with 6-foot parking bays in selected locations and a sidewalk/bikeway. Note: Preliminary engineering field work will be accomplished by city forces with final plan preparation and contracting by state forces. The city of Corvallis may employ a consultant for environmental work.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project concurred in by FHWA on October 14, 1975.

IM 50-1-70 Requirements:

(a) State Clearinghouse--A-95 review letter of approval dated December 2, 1975.

(b) District 4 Clearinghouse--Notice of Intent was sent to District 4 Clearinghouse on October 29, 1975 and the District submitted comments under letter of February 6, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing

(b) Location/Design--Approval will be requeste
action.

Data for PR-37:

Preliminary Engineering--Field Work	$40,000
P.S. & E. Preparation	10,000
Total	$50,000

Note: This project is in Congressional District N

DRIVE-N.W. ARBOR PLACE (CORVALLIS) SECTION

ROJECT NO. M-2110(1)

line no existing facility.

roadway.

Witham Hill Drive (R/W for future extension
am Hill Drive to Harrison Blvd. deeded to

this project consists of preliminary engineering
liminary engineering by utility forces for the
30-foot curbed roadway with 6-foot parking bays
a sidewalk/bikeway. Note: Preliminary engi-
be accomplished by city forces with final plan
ing by state forces. The city of Corvallis may
environmental work.

ailroads, Water Developments, Historical and
e involved.

Major action project concurred in by FHWA on

--A-95 review letter of approval dated December

house--Notice of Intent was sent to District 4
tober 29, 1975 and the District submitted comments
ruary 6, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.

(b) Location/Design--Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering--Field Work	$40,000
P.S. & E. Preparation	10,000
Total	$50,000

Note: This project is in Congressional District No. 1.

9345

2

February 25, 1976

City of Corvallis
City Hall
Corvallis, OR 97330

Attn: Jerry Bertsch
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5311

Gentlemen:

Attached for your records is a fully executed copy of a supplemental urban system project agreement covering construction of the N.W. Lantana Drive-N.W. Witham Hill Drive (Corvallis) Section of N.W. Circle Boulevard.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm s

Att.

cc Don Harwell (Agree. att.)

9395

faus

OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT

2-24-76

Project Name Witham Hill Dr. - Lantana Dr. Section

Highway Circle Boulevard F.A. Rt. No. FAU 2110

Project No. M-2110(-) Prefix — Type F.A. Fund FAUS

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☑ DPE ☑ CE ☐ RE ☐ RPE ☐

P.E. Performed by ______ County-City of Corvallis

Consultant ______
(Name)

Project Category 2 Major (Significant)

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☒	☐

Anticipated Date of Hearing 2-15-77

Date P.E. Authorized (FHWA) *

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A	N/A	
Corridor Approval	N/A	N/A	
Field Survey	5-29-74	completed 3-26-75	Varies *
Preliminary Design		10-1-77	
Design Approval		12-1-77	
Final Design		2-1-78	
P.S. & E. Approval		3-1-78	

Remarks: Field survey was begun prior to establishment of FAU system.
*P.E. was initially proposed to be funded by City. Federal-Aid
for P.E. requested by City 1-8-76 and is being processed.

Distribution: Project Management
Location
Region
Local Agency
Consultant

Signed Phil Stearns

Title RFAE

Date 2-24-76

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Jana
Corvallis

PRO 6-2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 17, 1976

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TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2110(1)

We are submitting program data for one project, Item No. 66, Project No. M-2110(1), "N.W. Witham Hill Dr.-N.W. Arbal Place (Corvallis) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval at an estimated total cost of $40,000 with obligation of $31,200 in Federal funds.

Copies of State Clearinghouse and District 4 Clearinghouse A-95 review approval letters and comments were previously submitted.

Encl.

CL:md

cc: C. O. Fredrickson (Region 2)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. February 17, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City St., NW Circle Blvd. (Corvallis)	ADT	PRESENT ----	FUTURE 5,500	YEAR 96	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NAT'L. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 2110

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Benton			
	NAME OF URBAN AREA Corvallis	ROUTE NO. U	FEDERAL-AID 2110	STATE City St.	U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		City St. N.W. Circle Blvd. (Corvallis)	0.35	50,000	39,000	5,500	5,500 (City)
5					ROW							
5					CONST (CODE)		"N.W. Witham Hill Dr.-N.W. Arbal Place (Corvallis) Section"					

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.35	50,000	39,000	5,500	5,500 (City)

PROGRAM APPROVAL DATES

REMARKS

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☑ UPE ☑ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

February 17, 1976

T LOCATION (45 typewriter spaces) St., NW Circle Blvd. (Corvallis)	ADT	PRESENT ----	FUTURE 5,500	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 66

RK (35 typewriter ineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 2110	SEQ. NO. (1)	T. Projects Only POST MI.	DESIG.

rban System

COUNTY NAME: Benton — CODE 003

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. U — FEDERAL-AID: 2110 — STATE: City St. — U.S.: --

orvallis

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FEB 18 1976
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☐ DPE ☒ CE ☐ BE ☐ DPE ☐

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		City St. N.W. Circle Blvd. (Corvallis)	0.35	50,000	39,000	5,500	5,500 (City)	Preliminary engineering all phases incl. P.E. by utility forces. (Future 30' curb to curb street with sidewalk/bikeway.)
W								
NST DE)		"N.W. Witham Hill Dr.-N.W. Arbal Place (Corvallis) Section"						ROW - 80' normal; Access control-partial; Parking restrictions-partial.
CL		PROJECT TOTALS	0.35	50,000	39,000	5,500	5,500 (City)	

OVAL DATES

REMARKS

-Over-

N.W. WITHAM HILL DRIVE-N.W. ARBOL PLACE (CORVALLIS) SECTION

PROJECT NO. M-2110(1)

Existing Facility: Located line no existing facility.

Adjacent Sections:

N.E. End--44-foot curbed roadway.

S.W. End--Jct. with N.W. Witham Hill Drive (R/W for future extension of Circle Blvd. from Witham Hill Drive to Harrison Blvd. deeded to the County in 1963).

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction of a 30-foot curbed roadway with 6-foot parking bays in selected locations and a sidewalk/bikeway. Note: Preliminary engineering field work will be accomplished by city forces with final plan preparation and contracting by state forces. The city of Corvallis may employ a consultant for environmental work.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Major action project concurred in by FHWA on October 14, 1975.

I[illegible]0-1-70 Requirements:

(a) State Clearinghouse--A-95 review letter of approval dated December 2, 1975.

(b) District 4 Clearinghouse--Notice of Intent was sent to District 4 Clearinghouse on October 29, 1975 and the District submitted comments under letter of February 6, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing

(b) Location/Design--Approval will be requested action.

Data for PR-37:

Preliminary Engineering--Field Work	$40,000
P.S. & E. Preparation	10,000
Total	$50,000

Note: This project is in Congressional District

IVE-N.W. ARBOL PLACE (CORVALLIS) SECTION

JECT NO. M-2110(1)

ine no existing facility.

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tham Hill Drive (R/W for future extension
Hill Drive to Harrison Blvd. deeded to

is project consists of preliminary engineering
inary engineering by utility forces for the
0-foot curbed roadway with 6-foot parking bays
a sidewalk/bikeway. Note: Preliminary engi-
accomplished by city forces with final plan
g by state forces. The city of Corvallis may
vironmental work.

lroads, Water Developments, Historical and
involved.

jor action project concurred in by FHWA on

-A-95 review letter of approval dated December

ouse--Notice of Intent was sent to District 4
ober 29, 1975 and the District submitted comments
uary 6, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings--Opportunity for a hearing will be offered.

(b) Location/Design--Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering--Field Work	$40,000
P.S. & E. Preparation	10,000
Total	$50,000

Note: This project is in Congressional District No. 1.

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OREGON STATE HIGHWAY DIVISION
REGION 2 SALEM

MONTHLY PRELIMINARY ENGINEERING REPORT
1-20-76

Project Name N.W. Kings Blvd. - N.W. Highland Dr. Section

Highway N.W. Walnut Blvd. F.A. Rt. No. FAU 2120

Project No. ~~M-2120(-)~~ Prefix — Type F.A. Fund FAUS

P.E. Performed by ______ County-City of Corvallis

Consultant ______
(Name)

	Yes	No
Hearing Req'd - Corridor	☐	☒
Corridor/Design	☒	☐

Project Category 2 Major (Significant)

Anticipated Date of Hearing 2-15-77

Date P.E. Authorized (FHWA) *

Activity	Date Started	Estimated Date of Completion	Approval Date
Reconnaissance Phase	N/A		
Corridor Approval	N/A		
Field Survey	2-5-75	1-30-76	
Preliminary Design		10-1-77	
Design Approval		12-1-77	
Final Design		2-1-78	
P.S. & E. Approval		3-1-78	

Remarks: *P.E. was initially proposed to be funded by City. Federal Aid for P.E. requested by City 1-8-76 and is being processed.

Distribution:
Project Management ✓
Location
Region
Local Agency
Consultant

Signed Phil Stearns
Title RFAE
Date 1-20-76

9395

Salem
January 19, 1976

Richard Unrein
Urban Engineer

Urban System Project
Programming Request

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

City: Corvallis

Section: NW Witham Hill Dr.-NW Arbol Place
NW Circle Blvd., FAU 2110
0.35 Mile

Proposed Work: All remaining phases of preliminary engineering to prepare project for contracting. City will perform field work and State will prepare final plans and award contract. City may employ consultant for environmental work.

FAUS Cost:	Total	Federal	State	City
Preliminary Engineering	$ 50,000	$ 39,000	$ 5,500	$ 5,500
Right-of-Way	(2,000)	(1,560)	(220)	(220)
Construction	(168,000)	(131,040)	(18,480)	(18,480)
	$220,000	$171,600	$24,200	$24,200

State Clearinghouse Approval: 12/2/75

District 4 Clearinghouse Approval: Filed 10/29/75 no response

Approved by Transportation Commission: 1/22/75

See attached project assessment for additional project information.

RU:dp

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Form E-30 (Rev. 9-71) 9395

faus

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Arbol Place - Witham Hill Drive

Date January 15, 1976

Highway Circle Boulevard (Corvallis), FAU 2110

Authorization No. 1

County Benton

Survey Prefix 302-1938 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is the extension of Circle Boulevard from Arbol Place to Witham Hill Drive. Project length is 1800 feet.

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Purpose of survey:

Prepare plans, specifications, and cost estimate to construct 30' to 40' wide street with curbs, drains, and Type I (separated completely) bikepath.

Estimate of cost:

Field	901	1,500
Citizen Participation	902	300
Plans	905	1,000
Proj. Mgt	920	100
Specifications	921	1,500
Environmental	923	400
Hearings	980	200

M-2110 (1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 5,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
Field Engineer
for Richard Nelson

Recommended for Approval: C. O. Fredrickson
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 2-26-76
FED. AID FAUS STATE

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Fano
Corvallis

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 8, 1976

FILE:

Phil

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: [redacted] Walnut Blvd. Projects
Corvallis Urban Area

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached is a letter from City of Corvallis requesting the Agreements for subject projects be revised to include Federal Aid funding for preliminary engineering.

The request is a result of input from Larry Rulien and Gary Potter at the city's Public Works Committee meeting December 30, 1975.

Region office recommends approval. Please expedite the request through normal channels.

[illegible] - [illegible] to 1/14/76 pl.

#

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☑ UPE ☒ CE ☐ RE ☐ RPE ☐

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

January 8, 1976

REGION 2 ENGINEER
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JAN 09 1976
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ [illegible]
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ [illegible]

Oregon State Highway Division
P.O. Box 30
Salem, OR 97310

ATTENTION: Phillip O. Stearns

SUBJECT: Circle Boulevard FAU 2110 (#588 52097)
Walnut Boulevard FUA 2120 (#592 52003)

Gentlemen:

At the January 5, 1976 City Council meeting the City Council approved the recommendation of the Public Works Committee (12/30/76). This approval requests that the present State/City Agreements for the subject projects be re-negotiated and amended to provide that the preliminary engineering costs be included in the total project costs and that the City's preliminary engineering costs be reimbursable under the Federal aid State/City sharing ratio. This agreement would still provide for the City's responsibility in providing the preliminary engineering tasks.

With the approval and execution of these agreement's amendments, it is the Council's desire and our intention to proceed with consultant selection for, at least, the air and noise quality studies. I am sure that additional consideration will be given to using a consultant to prepare the draft Environmental Impact Statement.

As we discussed on Wednesday, December 31, 1975, the estimated costs for preliminary engineering should be approximately $50,000 for each project to insure sufficient obligation of funds.

We will be happy to respond to any questions as necessary.

Very truly yours,

A. Gordon Wyatt

A. Gordon Wyatt
Project Coordinator

AGW/scr

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faus
Corvallis

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 10, 1975
Salem, Oregon 97310

FILE: ENV 2-1

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: [redacted] and
Walnut Drive Projects
Corvallis FAUS

TO: Richard Unrein
Urban Engineer

In response to your memo of November 26, 1975 concerning air and noise studies on the two Corvallis FAUS projects, I offer the following:

1. Recently completed schedules for the Environmental Section have us essentially committed to major studies through September 1976.
2. Air and noise studies are among the most critical of the above schedule.
3. Very optimistically, work could begin on these two projects in September, 1976 and completion of the studies would take four to six months, including the traffic analysis.

As a general item, we have taken steps to add additional personnel in the section to assist in air quality and noise studies, but it will be some time before those steps will result in increased production.

Until then we will be hard pressed to undertake complete air and noise studies on category 1 and 2 secondary and urban system projects.

We will continue to provide available data, technical assistance, review of programs and studies, to those agencies undertaking their own studies.

One final note is that detailed traffic analysis must be available before air and noise can begin.

GAP:sz

cc: E. S. Hunter
R. L. Schroeder
L. W. Rulien
George Hopkins
Don Harwell
C. O. Fredrickson
Eddie Welsh
Phil Stearns

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☑ UPE ☒ CE ☐ RE ☐ RPE ☐

12-11-75
Phil Stearns has contacted City. pu.

9395

committee for livable neighborhoods

Co-Directors
Carly Davis
Marie Wilson

October 28, 1975

Mayor Donald Walker
City of Corvallis
City Hall
Corvallis, Oregon 97330

Dear Mayor Walker,

As representatives from our neighborhood, we have been asked to submit the following letter.

We are disappointed that no appointments from Circle Blvd. east of 29th Street, or from 36th Street have been made to the Citizens Advisory Committee for Walnut and Circle proposed extensions.

The Citizens Advisory Committee does not appear to represent a cross section of views in the Study Area. We trust that the forthcoming appointments from east Circle Blvd. and 36th Street will truely reflect the opinions of those areas. Since we have heavily canvassed those areas, we are well aware of the prevailing opinions, which appointments to this committee should reflect.

We look forward to your recognition of these factors in these appointments.

Thank you.

Sincerely,

Marie A. Wilson
Marie A. Wilson

Carly Davis
Carly Davis

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
[illegible] DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROGR. & SCHEDULE		
REMARKS:		

NOV - 3 1975

Unrein/#

copies to:
L.W.Rulien, Project Management Engineer
E.S.Hunter, Deputey State Highway Engineer
G.L. Green, Division Administrator, FHA
G.Hossner, FHA
John Marshall, reporter G-T
Henry Richmond,III, attorney
Richard Benner, attorney

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COUNTY & CITY SECTION
NOV 3 1975
☐ ENGR. ☐ CJGR. ☑ UE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

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FAU
Corvallis

OREGON STATE
HIGHWAY DIVISION
East Salem Highway Building
2960 State Street
Salem, OR 97310

ROBERT W. STRAUB
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
[illegible]		
[illegible] MGR.		
[illegible] ENGR.		
COUNTY CITY		
FEDERAL AID		
[illegible] COPY-NEC		
MILEAGE CONTROL		
[illegible] & SCHEDULE		

REMARKS:

SEP 22 1975

September 19, 1975

Mr. Rolland Baxter
City Engineer
Corvallis City Hall
Corvallis, OR

[redacted]. & Walnut Blvd.
City of Corvallis

Attention: Mr. Gordon Wyatt

Dear Mr. Wyatt:

After talking with you this morning I contacted Leo Quesnel of the Federal Highway Administration and reviewed the Federal Aid requirements for both of these projects.

The FHWA agrees that your proposal to assess the adjoining property owners is a proper method of financing the City's share of the project. They also feel that using assessments to offset right of way costs is also proper if the Federal guidelines for right of way acquisition are followed. This will make it necessary for you to appraise the right of way in order to assure each property owner that the value of their right of way does not exceed the assessment.

The FHWA also pointed out that right of way acquisition should not be started until after the EIS has been completed. I am enclosing a portion from the Federal Aid Highway Program Manual which outlines these requirements.

In order to assure Federal participation in this project I would suggest you suspend right of way activity until the draft EIS has been approved. At that time I will be happy to meet with you and review your procedures for right of way acquisition. ?

Very truly yours,

ROD J. HENRY
Regional Right of Way Supervisor

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SEP 22 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

RDH ns
cc: J. B. BOYD
PHIL STEARNS
RICHARD UNREIN

Form 81-734-3122

9395

2

May 15, 1975

City of Corvallis
City Hall
Corvallis, OR 97330

Attention: Jerry Hortsch
Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5311

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the N.W. Lantan Drive-N.W. Witham Hill Drive (Corvallis) Section of N.W. Circle Boulevard, FAU 2110, project in Benton County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

Attachment

bc Don Harwell (agree. att.)

9395

37-1467

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY MAY - 1 1975	FAS	Don H.
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 2

205 EAST SALEM HWY. BLDG. • SALEM, OREGON • 97310 • Phone 364-2171

ROBERT STRAUB
GOVERNOR

April 30, 1975

Mrs. Marie Wilson
3260 NW Circle Blvd.
Corvallis, Oregon 97330

Dear Mrs. Wilson:

In order to answer your questions discussed by phone last Thursday, I have enclosed a sheet giving the status of Corvallis urban system funds, and an informational sheet regarding Federal time limitations.

The status sheet indicates funds committed. This is different than obligated. Obligation of funds occurs at the time the Federal Highway Administration approves the funding of a certain phase of a project. There are three phases to a project, (1) preliminary engineering, (2) right-of-way acquisition, and (3) construction. Funds are obligated one phase at a time. Preliminary engineering obligates five to ten percent of a total project cost and must be completed before right-of-way obligations can occur.

As discussed with you, the availability of funds for expenditure lapse two years after the close of the fiscal year for which the sums were authorized. Fiscal year 1974 was from July 1, 1973 to June 30, 1974. Funds allocated for fiscal year 1974, will not be available after June 30, 1976. (This is one year sooner than I previously indicated to you).

This means $172,032 of the Corvallis FAU funds must be obligated before June 30, 1976, or the availability of that portion not obligated will be lost. To date, no Federal funds have been obligated on the Corvallis urban system.

You mentioned changing the priority of a project. As long as a project is on the priority list, it is available for funding. These projects are not necessarily constructed in priority order. The list is developed from input from the City, County, and State. All three jurisdictions may have projects on the priority list and must agree on the priority order. A project is selected for construction by the responsible agency as their funding permits and must be coordinated with available Federal funds.

The two Corvallis FAU projects, Circle Boulevard and Walnut Boulevard, are committed. A committed project must be canceled by the originating agency to change the project's status. It is appropriate for the originating agency only to make the decision to proceed with, or withdraw, a committed project.

[illegible] R.C. HOLMES

I am not sure this answers all your questions. If not, please call me at 378-2626.

Yours very truly,

Phillip O. Stearns

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/elk

STATUS URBAN SYSTEM FUNDS

The status of Urban System funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual allocation of federal funds to each Urban Area is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating purposes, federal funds are assumed to represent approximately 78% of total costs, and total Urban System funds (include federal funds 78%, state funds 11%, and local funds 11%) are arrived at by dividing the available federal funds by 78% and rounding to even thousands.

ALLOCATION OF FEDERAL FUNDS:

Fiscal Year	
1972	$ --
1973	--
1974	172,302
1975	176,253
1976	174,410
1977	
1978	
1979	
1980	
TOTAL	$522,965

Federal Funds Committed for Projects by Transportation Commission to Date:

	SECTION	FEDERAL FUNDS FINAL	FEDERAL FUNDS ESTIMATED
M-2110	N. W. Witham Hill Drive-N. W. Lantana Drive		$132,600
M-2120	N. W. Kings Boulevard-N. W. Highland Drive		191,100

FEDERAL FUNDS ALLOCATED		FEDERAL FUNDS COMMITTED		FEDERAL FUNDS UNCOMMITTED BALANCE
$522,965	-	$323,700	=	$199,265

			TOTAL FUNDS UNCOMMITTED BALANCE
$199,265	÷ 0.78	=	$255,000

Urban Area Corvallis

Date February 1975

Informational Sheet

Federal Time Limitations
Federal Aid Highway Projects

FUNDS:

Availability of funds for expenditure lapse TWO years after the close of the fiscal year for which such sums are authorized.

Ref: Sec. 118, Chapter 1, Title 23, U.S.C.

PRELIMINARY ENGINEERING:

Right-of-way acquisition or construction must be started by the close of the FIFTH* fiscal year following the fiscal year in which the F.A. project agreement covering preliminary engineering is executed. If not, funds must be repaid to the Federal Government.

Ref: PPM 21-3, F.A. Project Agreement PR-2

CORRIDOR-DESIGN PUBLIC HEARINGS:

If location and/or design approval is not requested within THREE years after the date of the hearing, a new hearing must be held or the opportunity afforded.

Ref: PPM 20-8

RIGHT-OF-WAY:

Actual construction must be undertaken by the close of the ~~[illegible]~~ 10th fiscal year following the fiscal year in which the F.A. project agreement covering right-of-way acquisition is executed. If not, funds must be repaid to the Federal Government.

Ref: Sec. 108, Chapter 1, Title 23, U.S.C.
F.A. Project Agreement PR-2
Rev. Sec. 113, 1973 Hwy. Act.

*The FHWA Division Engineer may grant an extension if he determines there are circumstances beyond the State's control.

9395

fau

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1975

SUBJECT: N.W. Witham Hill Dr.-N.W.
Lantana Drive Section
Circle Boulevard
City of Corvallis
FAUS Project

To: Memo to File

The right of way for this project was acquired by the City of Corvallis in 1973. The City purchased 30 acres for use as open space. As part of the agreement, the owner dedicated a street right of way for the extension of N.E. Circle Boulevard.

The proposed project will require slope easement and bicycle path right of way, but since the entire parcel is owned by the City, it will simply be a matter of transferring the necessary right of way.

The method used in acquiring the property and the subsequent dedication of right of way was handled in a manner that will not conflict with Title III of the Uniform Act.

ROD J. HENRY
Regional Right of Way Supervisor

RJH:ph
cc J. R. OAKES
P. STEARNS
D. UNREIN

RECEIVED
COUNTY & CITY SECTION
APR 28 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

9395

37-1467
FAU Corvallis

Committee for Preserving
Livable Neighborhoods
3450 NW Circle Blvd.
Corvallis, Oregon 97330

Mr.Phil Stearns
State Highway Building
2960 East 8th Street
Salem, Oregon 97301

Dear Mr. Stearns,

This letter is a compliation of information from literature from your office, from LCDC, from the Federal Aid Urban Systems Bill, and from a few other sources. We feel we have a strong case for removing the western extension of Circle Blvd. from the Federal Aid Urban System.

We are, as you suggested, presenting this to our city council, along with a petition with ~~700-800~~ signatures.* What further steps do you suggest that we take at this point?

Thank you for the time and interest that you have given us on this matter.

Sincerely,
Carly Davis (Mrs Joel Davis)
Carly Davis, for
The Committee for Preserving
Livable Neighborhoods

* As of April 24, 1975, our petition has 1,229 signatures.

RECEIVED
COUNTY & CITY SECTION
APR 29 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ A ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

3450 NW Circle Blvd.
Corvallis, Oregon 97330
March, 1975

Dear Sir,

At this time we would like to file a formal protest to the inclusion of Circle Blvd.'s westward extension on the list of approved projects on the Federal-Aid Urban System. We understand that citizens can challenge the inclusion of various projects on the Federal-Aid Urban System, when the citizens feel that they have just cause for so doing. We have polled the residents of Circle Blvd. from Highland Blvd. west to Lantana; over 95% of the residents are AGAINST the extension of Circle Blvd. as an arterial route. This fact must be given prime consideration in formulating plans for this road.

We are filing this protest at the federal, state, and local levels, since Title 23, Chapter I, Part 473, Federal-Aid Urban Systems states:

> Also it is recommended that local and State officials take action on designating Federal-aid urban systems and urban area boundaries concurrently.

It further states:

> Compliance with the provisions of Title VI of the Civil Rights Act of 1964 includes steps to assure positive consideration of minority and other groups in the transportation planning and programing effort.

The same document goes on to state:

> Urban transportation planning is an interdisciplinary process of developing and monitoring transportation plans... with due consideration to their probable social, economic, environmental, and energy conservation effects, and the safety and mobility needs of the population of the urban area.

The Federal-Aid Highway Act of 1973, Report No. 93-355, Title I, Section 146 (7) states:

> (7) The designation of routes under this section shall comply with section 138 of this title, and no route shall be designated which substantially damages or infringes upon any residential area.

The extension of Circle Blvd. to the west will cause a significant social and environmental change in West Circle Bl. Circle Blvd. is densely residential. On the one mile stretch of Circle Bl. from Kings Blvd. west to Lantana Street, there are 41 driveways onto Circle, plus 10 houses whose driveways face a side street, but which are situated within the usual setback for houses facing Circle; a total of 51 residents comprise the neighborhood of the west end of Circle. The one mile stretch also includes a neighborhood elementary school and two churches. The westward extension of Circle Blvd., with its subsequent large increase in traffic would without question damage and infringe upon a residential area.

This important point is reiterated in the Highway Functional Classification Transmittal 155, Vol. 20, Appendix 12, Federal Highway Administration, July 1974, Section II - 13, under the heading, Urban minor arterial street system:

> Such facilities...ideally should not penetrate identifiable neighborhoods.

We protest the western extension of Circle Blvd. inclusion on the Federal-Aid System since the extension of Circle penetrates an identifiable neighborhood.

Jefferson Elementary School is located on NW Circle Blvd. At the present time it is hazardous for children to cross Circle to attend the school. An increased traffic load would make a bad situation worse for school children. The noise pollution from an increased traffic flow would be considerable. On the basis of both safety and noise pollution for the school population, we protest the extension of Circle Blvd. to the west. Arterials should not be on residential and school streets. May we point out a difference between Jefferson School's situation on Circle,and Hoover School's situation on NW Walnut Blvd.(planned as an arterial road)? NW Walnut Blvd.'s developments have their driveways internal to the developments(therefore no house from these developments face Walnut), while Circle Blvd. has driveways all along it. Directly across from Hoover School is a long continuous high board fence which compels children to cross at the crosswalk where a crossing guard can easily control pedestrian and vehicular traffic. On Circle Blvd. children cross the already busy street at any point they wish (it is suggested they cross at a crosswalk, but when in a hurry or late for school, children can be seen crossing all along Circle), since there are houses all along Circle Blvd.

Twenty years ago Circle Blvd. was orinially placed on the master plan for Corvallis Transportation System. It was to be an east-west arterial, and was to have NO DRIVEWAYS on it. This plan was not adhered to. Building permits were issued for residential units the length of Circle. Therefore, since the original plan was not followed, it is time to reconsider the inclusion of the western extension of Circle Blvd. as a through street (and change it to a local street). Therefore, since the Federal-Aid System is for arterial and collector streets only, the western extension of Circle Blvd. should be taken off the Federal-Aid System.

In 1971 the Corvallis City Council commissioned the engineering firm Cornell, Howland, Hayes, and Mayfield to do a study, "Corvallis Urban Area Traffic Safety Study and Recommended Street System Improvements." This study recommends that Walnut-53rd Street be completed as a circumferential route, before the western end of Circle is filled in as a local road. Therefore, the completion of NW Walnut Blvd. should be number one priority. The western extension of Circle Blvd. should be removed from the Federal-Aid System. The CH_2M study also points out that while NW Walnut Blvd. has a direct connection with 53rd Street, Circle does not, and Circle furthermore has no planned direct connection with 53rd Street.

The Highway Functional Classification, Transmittal 155, Vol. 20, Appendix 12, July 1974, Section II - 13, states:

> The spacing of minor arterial streets may vary from 1/8 - 1/2 mile in the central business district to 2 - 3 miles in the suburban fringes...

NW Walnut Blvd. and NW Circle Blvd. are only 1/4 - 1/2 mile apart in many places. In no place are they farther apart than one mile. Therefore there is duplication of roads, and non-compliance with guidelines for Federal-Aid Systems.

The area involved at the west ends of both NW Circle and NW Walnut is the suburban fringe area on the northwest side of Corvallis. The western end of Walnut Blvd. has well planned developments on it (Timberhill, Brooktree, and Queensview) with driveways internal to the developments. Each development has access roads onto Walnut Blvd. There are seven residences with driveways onto NW Walnut Blvd. (51 residences are directly on NW Circle Blvd.) from Kings Blvd. west; four of these are rentals. Since Walnut Blvd. is relatibely well planned as an arterial road, and the plans are on file as such, should not Walnut be put through as an arterial east-west road, rather than congesting a heavily residential street with an overload of traffic?

Please inform us as to what further steps we need to take to remove the western extension of Circle Blvd. from the Federal-Aid System.

Thank you.

Sincerely,

Mr. & Mrs. Joel Weiss, 3450 NW Circle Blvd., Corvallis, Oreg.
Mr. & Mrs. Roy Jay 3140 N.W. Circle Blvd., Corvallis, Ore.
Mr. and Mrs. L. Bundy 3270 N.W. Circle Blvd. Corvallis Oregon
Lual Bundy 3270 NW Circle Blvd Corvallis Ore
Mr. & Mrs. James Wilson 3260 N.W. Circle Blvd Corvallis Ore.
Mr. & Mrs. Roy Oliver 3265 NW Circle Blvd Corvallis, Or
Mrs. Harold Young 3325 NW Circle Blvd. Corvallis Or
Mr. & Mrs. Robert L. Nixon 3435 NW Circle Blvd. Corvallis, Or.
Mr. & Mrs. James W. Cadgeu 3441 N.W. Circle Blvd Corvallis Or.
Mr. & Mrs. M. Narasimhan 3465 N.W. Circle Blvd, Corvallis, OR
Mr. & Mrs. Albert Franklin 3535 N.W. Circle " "
Mr. & Mrs. Loren Solum 3520 N.W. Circle Blvd Corvallis, ORE.
[illegible] N. Hansen 3490 N.W. Circle " "

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Mr. and Mrs. L. Bundy 3270 N.W. Circle Blvd. Corvallis Oregon
Paul Bundy 3270 NW Circle Blvd Corvallis Ore
Mr. & Mrs. James Wilson 3260 N.W Circle Blvd Corvallis Ore.
Mr. & Mrs. Roy Oliver 3265 NW Circle Blvd Corvallis, Or
Mrs. Harold Young 3325 NW Circle Blvd. Corvallis Or.
Mr. & Mrs Robert L. Wilson 3435 N.W. Circle Blvd. Corvallis, Or.
Mr. & Mrs James W. Colgan 3441 N.W. Circle Blvd Corvallis Or.
Mr. & Mrs. M. Narasimhan 3465 N.W. Circle Blvd, Corvallis, Or
Mr. & Mrs. Albert Frankland 3535 N.W. Circle " "
Mr. & Mrs. Loren Solum 3520 NW Circle Blvd Corvallis, ORE.
Geo. H. Hansen 3490 N.W Circle " "
Mr. & Mrs John Kiersow 3470 N.W. Circle " "
Sarah J. Berry 3250 N.W. Circle Blvd.
Mr. & Mrs John P Campbell 3060 NW Circle Bv "
Mr. & Mrs. D. G. Mokrike 3445 N.W. Circle Blvd., Corvallis Ore
Mr. & Mrs. Ron Gilmore 1780 N.W. Arbol Pl. Corvallis, Ore.

9395

City of Corvallis

CORVALLIS CITY HALL
601 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT **(503) 752-4292**

April 23, 1975

REGION 2 ENGINEER
RECEIVED
APR 24 1975

Phillip O. Stearns
Region 2, Federal-aid Engineer
205 East Salem Highway Building
2960 State Street
P.O. Box 30
Salem, OR 97310

Dear Phil:

Enclosed please find three copies of project agreements for the Circle and Walnut Blvd. FAU projects. Attached to each agreement is also a copy of the City's resolution authorizing the Mayor and Recorder to sign said agreements.

On page 1, item 5, it should be noted that the width of the proposed improvement will probably be 50 feet as opposed to the indicated 40 feet. This is required to meet the guidelines established by the Federal and State agencies involved.

In accordance with paragraph 1, section 1, we are submitting herewith our deposit in the amount of $6,600. This sum is your estimated amount for the State's share in preliminary engineering costs which are being pursued at this time.

Your continued cooperation and assistance is certainly appreciated.

3700 - Circle Drive

Sincerely yours,

Rolland Baxter

Rolland Baxter
City Engineer

RECEIVED
OSHD FINANCE BRANCH
Check # 06379 Amt $6,600.00
By [illegible] Date 4-29-75
For Circle Blvd (F.AU 2110) Ext'n
~~Walnut Blvd~~ (F.AU 2170) Conn'n

RB/scr
cc: Public Works Director
Principal Engineer

RECEIVED
COUNTY & CITY SECTION
APR 29 1975
☑ [illegible] ☐ COOR. ☐ GE ☐ AE ☐ UE
☑ [illegible] ☐ CE ☐ SE ☐ RPC ☐

FAU

RECEIVED
COUNTY & CITY SECTION
APR 29 1975
☑ ENGR. ☐ COOR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Form E-1[illegible]

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service: City of Corvallis

Order No. 2-161

Date April 9, 1975

By: C. Dean Smith

City Manager (Official Capacity)

Prefix and account number to which work is to be charged 7822-900

Description and Location of Work To Be Performed or Materials To Be Furnished:

Perform preliminary engineering functions for the extension of Circle Boulevard, FAU 2110, from Lantana Drive to Witham Hill Drive.

Estimate of Quantities and Cost

Citizen Input	(902)	$300
Final Design	(904)	750
Soils & Geology	(910)	1,800
Specifications	(921)	250
Environmental	(923)	400
Hearings	(980)	200
		$3,700

Basis of Payment:
☐ Monthly payments
☐ Single payment on completion of work
☒ Other basis as follows:
Advance Deposit

Amount of advance deposit (if any) $ 3,700

Deposit received by Secretary on

Authority from Requisitionist:
☒ Agreement dated March 21, 1975
☐ Letter to ...., date ....
☐ Oral request to ...., date ....

Department Authority:
☐ Order of Highway Commission
☐ Order of State Highway Engineer
☐ Head of department issuing order

Field information submitted by .... in letter dated ....

Expected date of completion of work or delivery of materials ....

Superintendent or engineer responsible for performance of work and submission of information for billing C. O. Fredrickson

---

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 2 Office Department

Signed ....

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F190

9395

37-1467

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 10, 1975

Mr. C. Dean Smith
City Manager
Corvallis, Oregon 97330

Dear Mr. Smith:

Enclosed are four copies each of the proposed project agreements for the [redacted] extension and Walnut Boulevard connection on the City of Corvallis FAU system.

Please review the agreements, and if satisfactory, have them presented to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Then forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully-executed copy will be returned for your records.

In accordance with paragraph 1, Section 1, THINGS TO BE DONE BY CITY, please submit your deposit in the amount of $6,600.00, which is the estimated total cost of State's involvement in preliminary engineering for both projects. For your information, I have included copies of our form, "Order to Render Service". This shows a breakdown of cost for PE functions. A copy of Gordon Wyatt's letter indicating City's desires for State participation, is also enclosed.

Yours very truly,

C. O. Fredrickson
REGION 2 ENGINEER

By Phillip O. Stearns
Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/elk

Enc.

cc: L. W. Rulien

APR 11 1975 FAUS

9395

fau

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

2-28-75

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: NW Witham Hill Dr.-NW Lantana Dr. Sec.

NW Circle Boulevard

Project Federal Aid Number: M-2110(-)

Applicant: City of Corvallis

Contact: Rolland Baxter

Federal Aid Funds: FAS ___ FAUS XX Other ___

Date Project Approved by Trans. Comm.: 1/22/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: It appears that right-of-way will be required for construction of the bikeway, which will be determined during the survey.

Richard Unrein, Urban Engineer
County-City Unit

February 28, 1975
Date

RU:scr

cc: Right-of-Way Engineer
Region 2 Engineer
Region 2 Federal Aid Engineer
Region 2 Right-of-Way Supervisor
FHWA Right-of-Way Officer

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

2/18/75

9395

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 14, 1975

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Extension of Circle Blvd.
City of Corvallis

TO: Dick Unrein
URBAN ENGINEER

Enclosed is a letter from the City of Corvallis requesting a plan change to a variable curb to curb width. 30'-36' cc ✓

The plan seems reasonable and I recommend approval.

OK to proceed with P.E. on this basis

RU.

2-19-75

Copies to: L.W. RuLien
J.H. Versteeg
Victor D. Wolfe
Gary Potter
C.O. Fredrickson

POS/elk
Enc.
cc: L. W. Rulien

Hopkins H
Harwell ✓
Holmes ✓
Prange
Unrein RU
Z

RECEIVED
FEB 18 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

February 12, 1975

REGION 2 ENGINEER
RECEIVED
FEB 18 1975
☐ RE ☐ RCE ☐ LME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ RCC ☐ RFE

Mr. Phil Stearns
Region 2 Federal Aid Engineer
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

This letter will serve as official notification that the City of Corvallis desires to amend its Federal Aid Urban System project entitled "NW Circle Blvd. Extension - Lantana Drive to Witham Hill Drive". The City Council at their regular meeting held on February 3, 1975, approved a Public Works Committee recommendation to construct the Circle Blvd. Extension with curbs, in lieu of the rural type roadway as submitted in the application. The approved curb to curb width will be variable between 30 feet and 36 feet. This concept will allow a 30 foot width roadway where terrain is steep with no parking allowed on the roadway. Parking would be allowed on the 36 foot width sections where terrain would permit. In conjunction with this revision to the application, drainage would then be accomplished through catch basins and a storm drainage system.

If you need additional information, please feel free to contact this office.

Very truly yours,

Rolland Baxter

Rolland Baxter
City Engineer

RB:JB:jh
cc: Traffic Engineer

______ Hopkins ______
______ Harwell ______
______ Holmes ______
______ Prange ______
______ Unrein ______
______ 2 ______
______

RECEIVED
FEB 18 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up____/____/____
Other______

9395

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 37-1467

Salem, Oregon

February 4, 1975

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: Memo to the Files

SUBJECT: Two Corvallis Urban Projects
Witham Hill-Lantana Section
Northwest [redacted] FAU 2110
Kings Blvd-Highland Dr. Section
Walnut Blvd FAU 2120

Urban Engineer, Richard Unrein's January 22, 1975, letter instructed this office to "Initiate an Authority for Survey for these projects."

Region 2 Federal Aid Engineer, Phil Stearns has reviewed this matter with the City of Corvallis. They preferred to keep the preliminary engineering at city expense. Therefore, rather than issuing an Authority for Survey, an order to render service will be initiated by Mr. Stearns as soon as he has a written request from the City of Corvallis.

GWW/elk

cc: Victor Wolfe
Dick Unrein ✓
Jim Chaney : With copy of Write-ups
Dick Nelson: "

Hopkins H ✓
Harwell
Holmes ✓
Prange
1 Unrein ✓
G.Z. ✓
DB

RECEIVED
FEB 5 - 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

9395

FAU

Form 81.734 [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 31,1974

FILE: 37-1467

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

SUBJECT: FAU System-Corvallis
Project Priority List &
Project Request Forms

TO: L. W. Rulien
PROJECT MANAGEMENT ENGINEER

Enclosed is documentation from the City of Corvallis and Benton County approving the FAU System project priority list for Corvallis.

The list meets with Region approval. The only project the State would have on the system is replacement of the Van Buren Street Bridge, which could be funded under Title II, Section 204, Special Bridge Replacement. I was concerned about #3, Seavy Road, from the railroad easterly to the Albany-Corvallis Highway not being included but Jim Blair explained funding will come from the County and Hewlett-Packard.

There is also enclosed 3 two copies each of Project Request forms for the City's number 1 and number 2 priority projects. Although the system has not been approved, these are being submitted for your review at this time for the sake of expedience.

Region office feels these are worthwhile projects and recommends their approval.

POS:lb

RECEIVED
COUNTY & CITY SECTION
JAN 3 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
JAN 2 1974
PROJECT MANAGEMENT SECTION

9395

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

December 23, 1974

REGION 2 ENGINEER
RECEIVED
DEC 24 1974
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ RCC ☐ RFE

Mr. Phil Stearns
Regional Federal-Aid Engineer
Department of Transportation
East State Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

SUBJECT: FAU Project Request Forms - Corvallis

Enclosed please find project request forms for the City's number 1 and number 2 priority projects. The FAU priority list approved by the City Council on December 2, 1974, was approved by the Benton County Commissioners on December 18, 1974. Confirmation of the Commissioners approval of the list should reach your office shortly.

Prior to commencing with any work on either of the projects, I wish to meet with representatives of the Department of Transportation to discuss the procedure for securing the design and some of the design features we wish to be included in these facilities. Further, we need to discuss the timing of the projects so that the City can make the necessary budgetary adjustments.

I will meet with them & discuss these items.
S

Very truly yours,

Rolland Baxter
City Engineer

RB:jh
cc: Public Works Director/Assistant City Manager

9395

Board of County Commissioners
BENTON COUNTY COURT HOUSE
CORVALLIS, OREGON 97330

COMMISSIONERS
MELVIN S. HAWKINS
LARRY CALLAHAN
JEANETTE SIMERVILLE

REGION 2 ENGINEER
RECEIVED
DEC 20 1974
☑ RE ☑ RCE ☑ RME ☐ RTE ☐ ROE
☐ ULR ☐ GEO ☐ RSO ☐ ROC ☐ RFE

December 19, 1974

Mr. Phil Stearns
Regional Federal Aid Engineer
Department of Transportation
East State Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

The Board of Commissioners have approved the City of Corvallis FAU-Priority List as per attached. The list was formally approved during their regular meeting December 18, 1974. A copy of the motion is also attached.

Very truly yours,

Harold J. Marx
Harold. J. Marx
Administrative Assistant

cc: C. Dean Smith, City Manager of Corvallis
James Blair, Director of Benton County Public Works

Enclosures

RECEIVED
COUNTY & CITY SECTION
JAN 3 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

The Benton County Board of Commissioners hereby approves the Federal Aid Urban Priority list as adopeted by the Corvallis City Council December 2, 1974, with the following observations:

1. That the city and county work together to establish a circular bypass to alleviate the north-east-west traffic flow through congested residential areas. To this end the construction of Walnut Blvd. to 53rd, as recommended by the Corvallis Urban Area Transportation study in 1971 by CH2M, should receive particular attention.

Projections by the study indicate this route would carry in 1985 over 10,000 vehicles per day between 9th and 29th streets and about 4,000 on to 53rd and Harrison. With limited access this route would replace the now overcrowded Circle Blvd. for through traffic.

2. The county appreciates the high priority given Seavy Road and Highland Blvd. in the list.

3. Since the county and city financial structure is unable to meet the severe demands on the urban transportation system every effort should be made to secure new funding sources.

4. That the forthcoming city-county Urban Boundary Study give full consideration to the overlapping transportation demands without regard to artifical boundary lines.

Rev. 5/28/74

9395

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date December 16, 1974

Applicant Agency City of Corvallis

Federal Aid System Route No. ______ Route Name ______

Project Name N. W. Circle Blvd. Extension - Lantana Drive to Witham Hill Drive

Project Length 1700 feet Project Location (Attached sketch map)

Project Description Extension of Circle Blvd. westerly to Witham Hill Drive. using a 26 foot roadway with 4 foot paved shoulders and 4 foot gravel shoulders. The project will also include construction of an 8 foot paved bicycle path, separated from the roadway.

Average Daily Traffic New Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) Not Applicable

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Sidewalks ______

Other ______

2. Desired Roadway Cross Section: (Attach sketch)

Width 42 feet Travel Lanes 2 @ 13 feet Shoulders 4 feet paved 4 feet gravel

Medians ______ Parking No Parking

Curbed Only at Intersections Length Curb Radii 20-25 feet

Sidewalk/Bikeway 8 foot bikeway to be constructed away from roadway

Other ______

FOOTNOTES: Drainage will be accomplished by shallow swales and culverts.

Description of Proposed Roadway Work The new established roadway grade should provide for the addition of curbs and sidewalks in the future, without major reconstruction. Some curb construction is needed at each end of the project.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 feet Minimum 80 Maximum 80

2. Will Additional Right-of-Way Be Needed? Perhaps Explain Location of bikeway may require securing of right-of-way or easement on City owned land.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Not Applicable

4. Will applicant acquire right-of-way and have State review negotiations?
Yes - No -

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes - No -

7. Is a public hearing necessary? Unknown
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? Yes
If so, explain Undeveloped park land abuts right-of-way on both sides.

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected
Other

FOOTNOTES: Designated speed to be posted as 25 MPH.

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Present Illumination and Location: Circle Blvd. east of Lantana Drive has a staggard 7,000 lumen street light system on approximately 150 foot centers.

2. Proposed Illumination:

Location Adjacent to roadway
Type 21,000 lumen mercury vapor on metal poles with underground service.

V. STRUCTURE DATA

1. Existing Structure:

Location Not applicable
Type
Size
To Remain in Place?

2. Proposed Structure:

Location Not applicable

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? Location
Not applicable

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

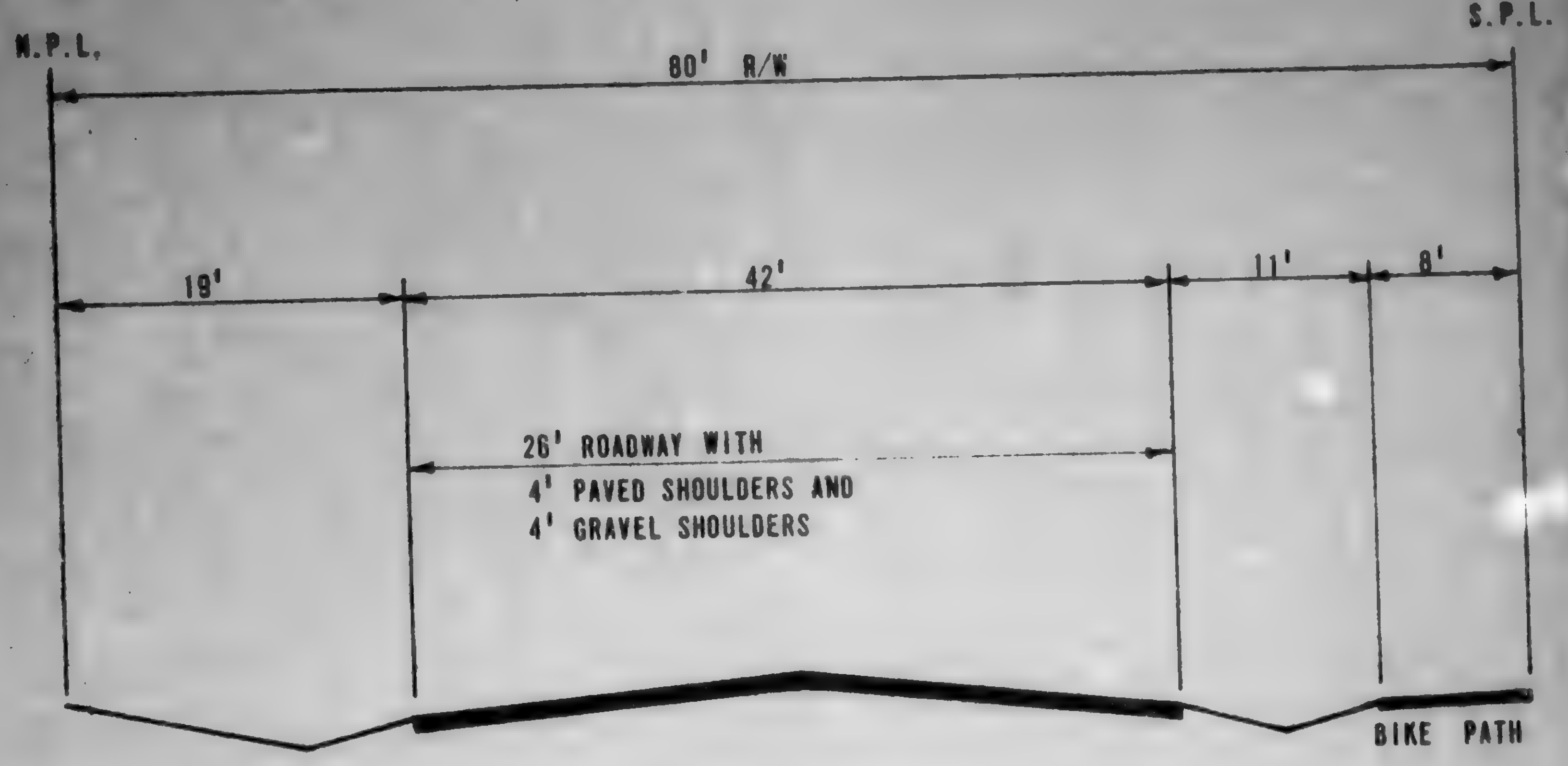
Roadway Work	$ 122,000
Right-of-Way Costs (If participating)	-0-
Traffic Control	1,000
Illumination	4,000
Structures	-0-
Railroad	-0-
Other Bicycle Path	20,000
~~Preliminary~~ Engineering	22,000
PROJECT TOTAL	$ 169,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Corvallis
By G. McAdams, Pub. Wks Dir 12/15/74
By C. Dean Arnott
City Mgr

Benton County
By
By
By

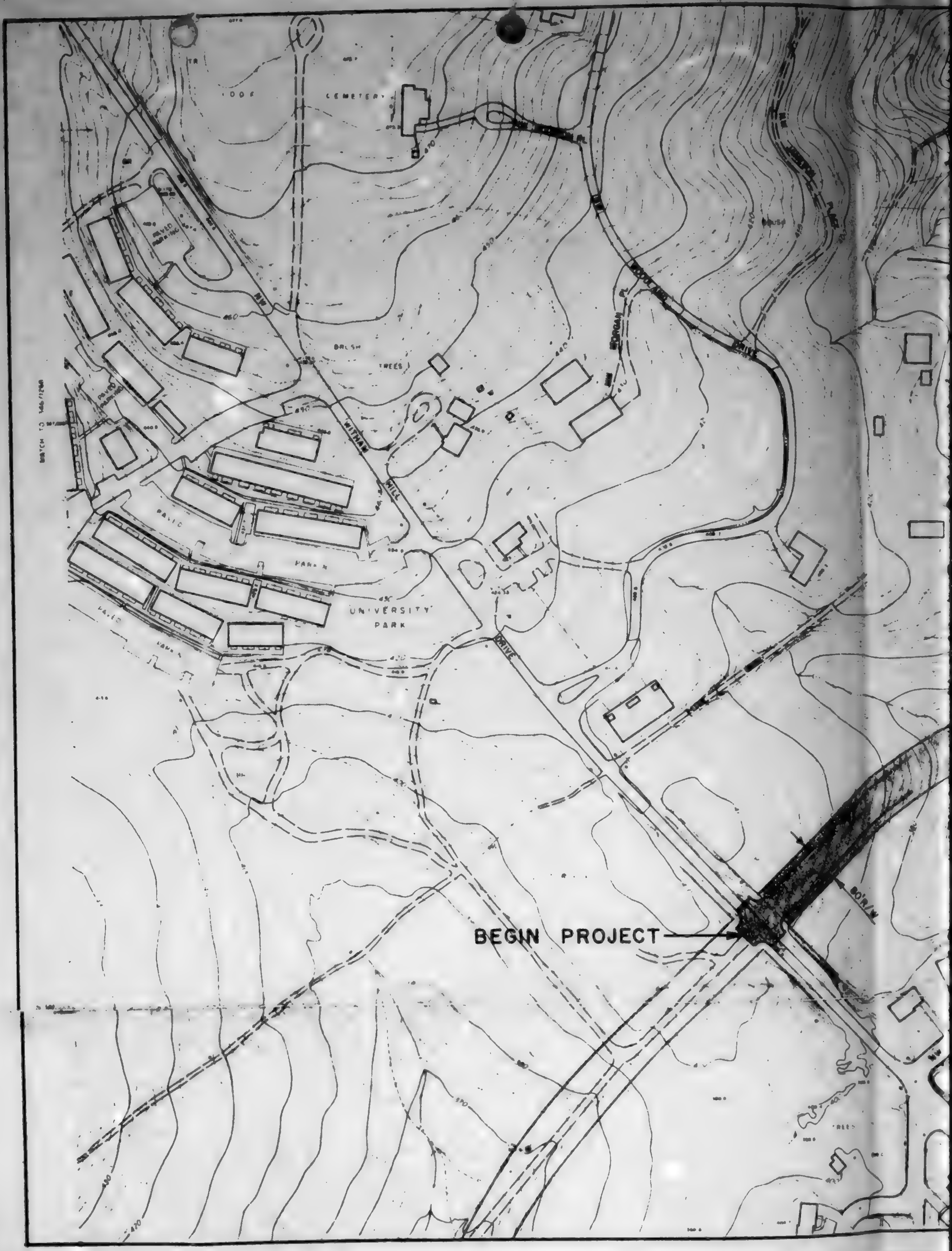

N.P.L.
S.P.L.
80' R/W
19'
42'
11'
8'
26' ROADWAY WITH
4' PAVED SHOULDERS AND
4' GRAVEL SHOULDERS
BIKE PATH

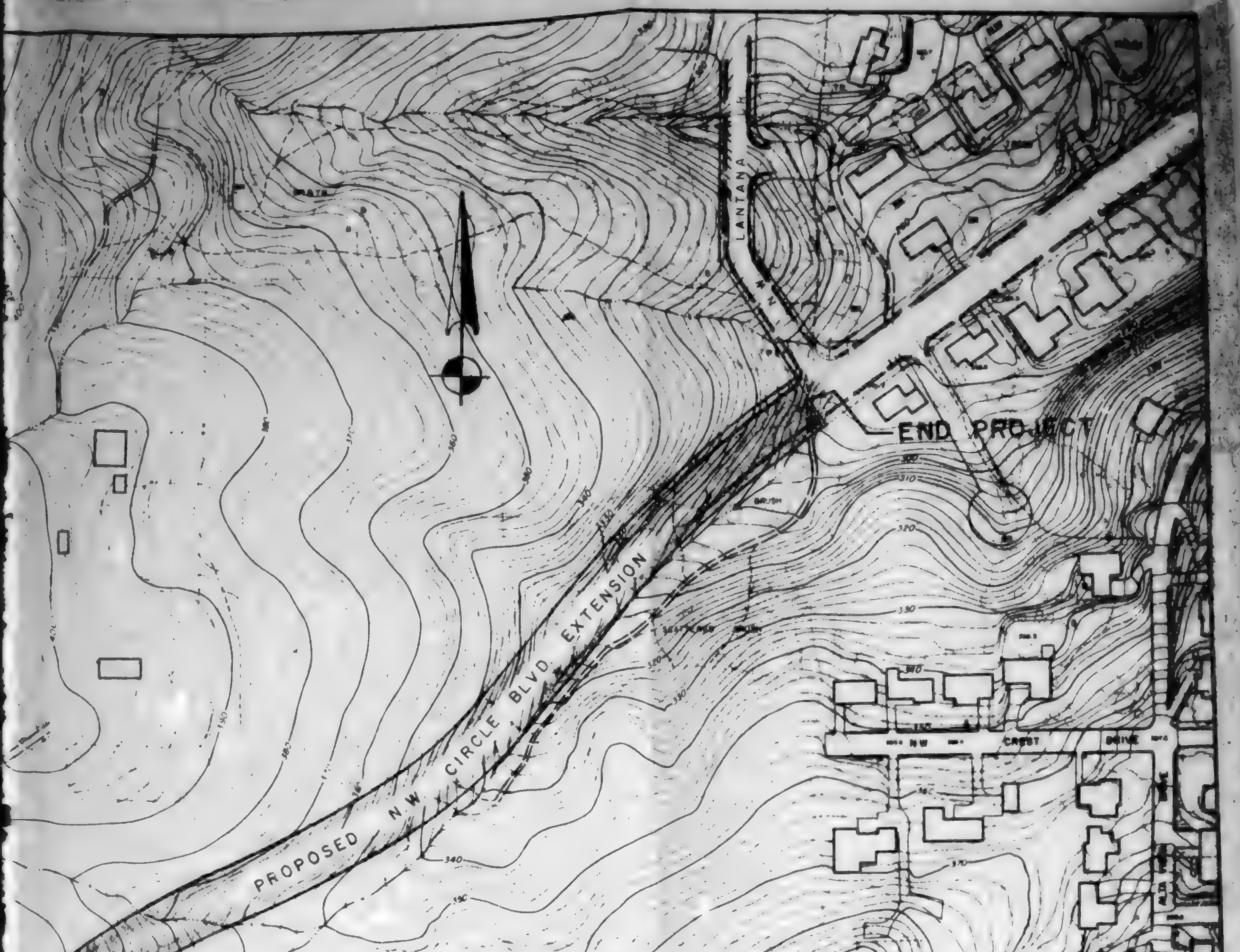
TYPICAL CROSS SECTION

CITY OF CORVALLIS
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

DESIRED ROADWAY CROSS SECTION
N.W. CIRCLE BLVD. EXTENSION
N.W. LANTANA DR. TO N.W. WITHAM HILL DR.

DES.	DRN. M.C.R.	CKD.
DATE DEC. 1974	SCALE NOT TO SCALE	SHEET OF


CEMETERY
PAVED PARKING
BRUSH TREES
WITHAM HILL DRIVE
UNIVERSITY PARK
MORGAN PL
BEGIN PROJECT
80' R/W
490
480
450
430


PROPOSED N.W. CIRCLE BLVD. EXTENSION
END PROJECT
LANTANA DR
NW CREST DRIVE
NW HAYES AVENUE
NW HAYES AVE
SYLVAN DR
VISTA PLACE
DRIVE
80' R/W

CITY OF CORVALLIS
ENGINEERING DEPT.

N.W. CIRCLE BLVD. EXTENSION
from N.W. Witham Hill Dr. to N.W. Lantana Dr.

DES.	DRN. M.C.R.	CKD.
DATE DEC. 9, 1974	SCALE 1" = 200'	SHEET 1 OF 1

9395

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

ADMINISTRATIVE OFFICES

(503) 752-4292

December 4, 1974

REGION 2 ENGINEER
RECEIVED
DEC 5 1974
☐ RE ☐ RCE ☐ HME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RPE

Mr. Phil Stearns
Regional Federal Aid Engineer
Department of Transportation
East State Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

Subject: City of Corvallis - FAU Priority List

Attached hereto is a copy of the City's FAU priority list as formally adopted by the City Council at their regular meeting of December 2, 1974. By copy of this letter we are requesting the County Commissioners to also formally approve the list and forward to your office a letter to that effect.

We will be submitting to your office in the next week project request forms for priorities one and two.

Very truly yours,

C. Dean Smith

C. Dean Smith
City Manager

CDS:RB:bdb
Attachment
cc: County Commissioners
Jim Blair, Public Works
Director, Benton County
Public Works Director/Assistant
City Manager McAdams
City Engineer Baxter
Utilities Engineer Andrews

RECEIVED
COUNTY & CITY SECTION
JAN 3 1975
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FAU PRIORITY LIST
ADOPTED BY THE CORVALLIS CITY COUNCIL
December 2, 1974

Priority Number	Project Description	Approx. Cost
1. ✓	Extension of Circle Blvd. from N. W. Lantana To Witham Hill Road.	$169,000.00
2. ✓	Extension of Walnut Blvd. from N. W. Highland Blvd. to N. W. Kings Blvd.	244,000.00
3.	Re-construction and widening of Seavy Road (Circle Blvd.) from N. W. 9th Street to Southern Pacific's Albany - Toledo Line.	95,000.00
4.	Re-construction and re-alignment of Highland Blvd. from N. W. Conifer to Wild Rose Drive.	200,000.00
5.	Widening and signalization improvements at N. W. Kings Blvd. and N. W. Harrison Blvd.	60,000.00
6.	Signalization at N. W. Kings Blvd. and N. W. Monroe Avenue.	40,000.00
7.	Widening and re-construction of Harrison from N. W. 29th Street to N. W. 36th Street.	95,000.00

RECEIVED
COUNTY & CITY SECTION
JAN 3 1975
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1981 Clackamas Hwy.-32nd Ave. 9396
Sec. of Harrison St. in Milwaukie.
(Grading, paving & signals)

C&A 6874 1-26-79, 6-25-80, 6-17-81

9396

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8/25/87

CITY: MILWAUKIE AGREEMENT NO: 6874 PROJECT NO: IX-9714(3)(5)(6)

CONTRACT NO: 9396 SECTION: Clackamas Hwy.-SE 32nd Ave., Harrison Ave.

PRELIMINARY ENGINEERING (IX-9714(3) Prefix No. 303-1906):

Project Manager ($28.80 Nonpartic.)	$ 10,843.48
Final Design	3,348.25
R/W Descriptions	4,241.84
Region Geology	508.28
Traffic Section	6,722.20
R/W Liaison	605.34
Region Utility Liaison	1,098.37
Program Section	243.30
Specifications ($36.31 Nonpartic.)	1,597.40
Administrative Services	10.23
Environmental Section	1,599.56
Planning	454.72
TOTAL P.E. COST	$ 31,272.97

RIGHT-OF-WAY (IX-9714(5) Prefix No. 303-2531):

Net Cost of Land	$ 13,724.00
Value of Buildings & Equipment	526.00
Value of Trees, Shrubs, Walks, Etc.	1,400.00
Severance & Consequential Damages	3,100.00
Moving of Buildings & Facilities	1,090.00
Appraisals, Witness Fees, Etc.	1,074.16
Grant to City	400.00
Title Costs & Recording Fees	1,137.71
Taxes ($0.85 Nonpartic.)	114.84
Negotiation Expense ($1.60 Nonpartic.)	1,067.00
Relocation Computation	26.42
Legal ($16.00 Nonpartic.)	295.43
Appraisal Review	114.03
Program Section	47.70
R/W Office Expense	1,120.79
TOTAL R/W COST	$ 25,238.08

CONSTRUCTION (IX-9714(6) Prefix No. 303-1035 & C09396):

Payment to Contractor	$148,137.52
Interest on Final Payment (Nonpartic.)	71.18
SFO #1 Permanent Striping	1,282.85
SFO #2 State Furnished Software	1,000.00
SFO #3 Signal Controller Testing	4,250.00
SFO #5 Install Signal Controller Interconnect	3,019.55
SFO #6 Repair Loop Detector (Nonpartic.)	2,610.53

Construction Engineering ($19.53 Nonpartic.)	14,785.59
Program Section	131.38
Materials Testing	1,237.43
Technical Services	303.28
Construction Branch	327.87
Region Office Charges	1,456.29
TOTAL CONST. COST	$178,613.47

SUMMARY:

Total P.E. Cost	$ 31,272.97
Total R/W Cost	25,238.08
Total Const. Cost	178,613.47
TOTAL PROJECT COST	$235,124.52
Less Federal Funds:	
P.E.	$(26,526.69)
R/W	(21,436.69)
Const.	(149,525.40)
CITY SHARE	$ 37,635.74
Less City Advance Deposits:	
P.E. 1-15-79	$ (1,350.00)
R/W 12-26-80	(7,650.00)
Const. 11-16-81	(30,840.00)
REFUND DUE CITY	$ 2,204.26

GEZ:pf

cc: Jan Henry
Wayne Schulte
LPG Files

9396

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

4-23-87

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9/23/81
TO 10/29/86

FEDERAL AID PROJECT NO.
IX-9714(6)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

772

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
178,613.47	175,912.23	85%	149,525.40	149,525.40	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4/23/87	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-75)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	CLACKAMAS HWY. - 32ND AVE. (MILWAUKIE) SECTION CITY STREET (MILWAUKIE) CLACKAMAS COUNTY					
	Construction Type Code Y008 Channelization (Sta. "H" 88+86 to Sta. "H" 93+00 and Sta. "H" 97+40 to Sta. "H" 102+85)					
	Final Contract Payment Summary	Lump Sum			$ 94,137.52	
SFO	#1Permanent Pavement striping (State)	All Required			1,282.85	
	TOTAL PARTICIPATING TYPE CODE Y008				$ 95,420.37	
	Type Code Y031 Traffic Signals					
	Final Contract Payment Summary	Lump Sum			$ 54,000.00	
SFO	#2State Furnished software program	All Required			1,000.00	
SFO	#3Signal controller testing & signal	All Required			4,250.00	
SFO	#5Install signal interconnect (State)	All Required			3,019.55	
	TOTAL PARTICIPATING TYPE CODE Y031				$ 62,269.55	
	TOTAL PARTICIPATING CONSTRUCTION COST				$157,689.92	
	Construction Engineering					
	State	All Required			$ 18,222.31	
	TOTAL PARTICIPATING PROJECT COST				$175,912.23	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 71.18	
SFO	#6Repair loop detector on Phase 8 and replace epoxy (State)	All Required			2,610.53	
	Construction Engineering	All Required			19.53	
	TOTAL NON PARTICIPATING PROJECT COST				$ 2,701.24	
	TOTAL PROJECT COST				$178,613.47	
	Prepared based on Participating Cost as shown on the Federal Billing as of 3/12/87.					
	AMOUNT CARRIED FORWARD ——					

★U.S. Government Printing Office: [illegible]

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	STATE BEG	STATE END
		TOT		P1			[illegible]		
		TOT		P8			1.849.29		
		TOT		N1			[illegible]		
		TOT		N2			[illegible]		
		TOT		N8			4.12		
** JOB TOTALS **					**	**	219.680.81 **		
CLACKAMAS HWY-32ND AVE(MILW) CONT NO 9396 FA PROJ NOS X10 9714006 100							X10 9714006	STATE	
	303	1035	201	00 P 1	Pay Contr.		[illegible]		
	303	1035	204	00 P 1	Ret % Cr.		7.125.84CR		
	303	1035	204	00 P 8	" "		218.84CR		
	303	1035	210	02 P 1	~~[illegible]~~ SPO#2		1.000.00		
	303	1035	270	01 P 1	SPO#1		1.282.55		
	303	1035	270	03 P 1	" #3		4.750.00		
	303	1035	270	03 N 1		300.00	[illegible]		
	303	1035	270	05 P 1	" #5		2.019.55		
	303	1035	270	06 N 1	" #6 2,062.54	2.062.54	2.062.54		
	303	1035	295	00 N 9	Tr. City		240.00		
	303	1035	296	00 N 9	" St.	226.55CR	[illegible]		
	303	1035	298	00 N 9	" Fed	226.55	[illegible]		
	303	1035	900	00 P 1	Const. Engr. 46CR	[illegible]	[illegible]		
	303	1035	900	00 P 8	" "		[illegible]		
	303	1035	900	00 N 1	" "		[illegible]		
							13936.76		
	303	1035	900	00 N 8	" "		.59		
	303	1035	920	00 P 1	Prog. Sec.		[illegible]		
	303	1035	920	00 P 8	" "		3.94		
	303	1035	940	00 P 1	Salem Lab. .28CR	60.14	[illegible]		
	303	1035	940	00 P 8	" "		[illegible]		
	303	1035	941	00 P 1	Port. "		452.14		
	303	1035	941	00 P 8	" "		17.98		
	303	1035	944	00 P 1	Tech. Serv.		[illegible]		
	303	1035	944	00 P 8	" "		8.11		
	303	1035	945	00 P 1	Const. Ex. .46CR	103.30	326.61		
	303	1035	945	00 P 8	" "		[illegible]		
	303	1035	946	00 P 1	Reg. Off. Chgs.		1.429.07		
	303	1035	946	00 P 8	" " "		[illegible]		
	303	1035	948	00 P 1	Gen. Const. Engr.		544.61		
	303	1035	950	00 P 1	Training		95.41		
	303	1035	950	00 P 8	"		[illegible]		
		TOT		P1	1.20CR	266.72	[illegible]		
		TOT		P8			[illegible]		
		TOT		N1	2.062.54	2.362.54	[illegible]		
		TOT		N8			[illegible]		
** JOB TOTALS **					2.061.34 **	2.629.26 **	170.072.71 **		
SPTC XING@MONROE-MILWK CONT NO FA PROJ NOS RRP 9700031 100								STATE	
	303	1038	205	02 P 1	99.35		[illegible]		
	303	1038	270	01 P 1			[illegible]		
	303	1038	270	02 P 1	99.35CR	1.987.00	[illegible]		
	303	1038	296	00 N 9		1.954.01CR	[illegible]		
	303	1038	298	00 N 9		1.954.01	[illegible]		
	303	1038	900	02 P 1			[illegible]		
	303	1038	915	00 P 1	.75CR	165.61	[illegible]		
	303	1038	920	00 P 1			[illegible]		
	303	1038	948	00 P 1	.08CR	17.93	[illegible]		
		TOT		P1	.83CR	2.130.54	[illegible]		
** JOB TOTALS **					.83CR **	2.130.54 **	[illegible] **		
SPTC XING-17TH @ CITY CONT NO FA PROJ NOS RRP 0005021 100								STATE	
	303	1039	270	01 P 1			[illegible]		
	303	1039	270	02 P 1			[illegible]		
	303	1039	[illegible]	02 N 1			[illegible]		

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PAGE    12

                              JOB COST SUMMARY RUN ON
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 06/20/87

                                                CREW    MSA         CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD        MONTH            DATE
--          ------ -------- ---------- ------  -----        -------        -------
C09396      000                555      0521                                      4.22
OBJ-DETAIL 555                                                                    4.22
                                                                                  4.22 SUBTOTA
ACTIVITY
C09396      000    146         001      1043    SF
OBJ-DETAIL 001
C09396      000    146         549      1043    SF
OBJ-DETAIL 549
C09396      000    146         550      1043    SF
OBJ-DETAIL 550                                                                         SUBTOTA
ACTIVITY    146                                                                   4.22
SUB-JOB     000 SUBTOTAL                                                         71.18
C09396      001                349      8042                                     71.18 INTER
OBJ-DETAIL 349                                                               -7,344.68
C09396      001                598      8042                                 -7,344.68 CONST
OBJ-DETAIL 598                                                               -7,273.50 SUBTOT
ACTIVITY                                                                     -7,273.50
SUB-JOB     001 SUBTOTAL                                                      2,081.48 ***
C09396      010                         8042                                  2,081.48
OBJ-DETAIL                                                                    2,081.48 SUBTOT
ACTIVITY                                                                        400.19
C09396      010    146         001      1043    SF06                            400.19
OBJ-DETAIL 001                                                                  147.80
C09396      010    146         550      1043    SF06                            147.80
OBJ-DETAIL 550                                                                  547.99 SUBTOT
ACTIVITY    146                                                                    .50
C09396      010    900         598      0521                                       .50
OBJ-DETAIL 598

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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UST SUMMARY RUN ON
IVITY/OBJ-DETAIL CREW-NUMBER
LL CHARGES ARE LOADED
ARE CURRENT TO 06/20/87

   CREW   MSA          CURRENT      BALANCE TO
IL NUMBER FIELD        MONTH          DATE
-- ------ -----       -------      ----------
   0521                                  4.22
                                         4.22
                                         4.22 SUBTOTAL  Const. Engr. P  ✓

   1043   SF

   1043   SF

   1043   SF

                                              SUBTOTAL

                                         4.22

   8042                                 71.18
                                        71.18  INTEREST N-P  ✓

   8042                             -7,344.68
                                    -7,344.68 CONST. ENGR N-P  ✓

                                    -7,273.50 SUBTOTAL

                                    -7,273.50

                                     2,081.48 ***
   8042                              2,081.48

                                     2,081.48 SUBTOTAL

   1043   SF06                         400.19
                                       400.19

   1043   SF06                         147.80
                                       147.80

                                       547.99 SUBTOTAL  SFO#6 N-P  ✓

                                          .59
   0521                                   .59

1985 EXPENDITURES
```

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                              JOB COST SUMMARY RUN ON
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                                CREW    MSA       CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH              DATE
--          ------ -------- ---------- ------ -----      -------          ----------
                                                                             .59 SUBTO
ACTIVITY    900

SUB-JOB     010 SUBTOTAL                                                  2,630.06

C09396      011                             8042                        167,753.89 ***
OBJ-DETAIL                                                              167,753.89

C09396      011                 300         8042                            674.15
OBJ-DETAIL 300                                                              674.15

C09396      011                 598         8042                          7,125.84
OBJ-DETAIL 598                                                            7,125.84

ACTIVITY                                                                175,553.88 SUBT

C09396      011     020         598         0521                            -98.41
OBJ-DETAIL 598                                                              -98.41

ACTIVITY    020                                                             -98.41 SUBT

C09396      011     900         598         0521                            413.27
OBJ-DETAIL 598                                                              413.27

ACTIVITY    900                                                             413.27 SUBT

C09396      011     920         598         0521                              3.94
OBJ-DETAIL 598                                                                3.94

ACTIVITY    920                                                               3.94 SUB

C09396      011     940         598         0521                             35.33
OBJ-DETAIL 598                                                               35.33

ACTIVITY    940                                                              35.33 SUB

SUB-JOB     011 SUBTOTAL                                                175,908.01

C09396      080                             8042                               .59 ***
OBJ-DETAIL                                                                     .59

ACTIVITY                                                                       .59 SUB

C09396      080     900         598         0521                              -.59

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
MMARY RUN ON
OBJ-DETAIL CREW-NUMBER
RGES ARE LOADED
RRENT TO 06/20/87

EW   MSA          CURRENT        BALANCE TO
BER FIELD          MONTH            DATE
--- -----        -------        ---------
                                   .59 SUBTOTAL CONST. ENGR N-P ✓

                                 2,630.06

2                              167,753.89 ***
                               167,753.89

                                   674.15
                                   674.15 PAY CONT.  P ✓

                                 7,125.84
                                 7,125.84 CONST ENGR P ✓

                               175,553.88 SUBTOTAL

                                   -98.41
                                   -98.41
                                   -98.41 SUBTOTAL TRAINING P ✓

                                   413.27
                                   413.27
                                   413.27 SUBTOTAL CONST ENGR P ✓

                                     3.94
                                     3.94
                                     3.94 SUBTOTAL PROG. SEC. P ✓

                                    35.33
                                    35.33
                                    35.33 SUBTOTAL MATERIALS TESTING P ✓

                               175,908.01

2                                    .59 ***
                                     .59

                                     .59 SUBTOTAL

21                                  -.59

PENDITURES
```

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PAGE    14

                        JOB COST SUMMARY RUN ON
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 06/20/87

                                            CREW    MSA         CURRENT      BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER  FIELD        MONTH          DATE
--          ------ -------- ---------- ------  -----        -------        ----------
OBJ-DETAIL 598                                                                   -.59
ACTIVITY    900                                                                  -.59 SUBTOT
SUB-JOB     080 SUBTOTAL
C09396   081                               8042                                236.75 ***
OBJ-DETAIL                                                                     236.75
C09396   081                   598         8042                                218.84
OBJ-DETAIL 598                                                                 218.84 CONST
ACTIVITY                                                                       455.59 SUBTOT
C09396   081       020         598         0521                                 -3.05
OBJ-DETAIL 598                                                                   -3.05
ACTIVITY    020                                                                  -3.05 SUBTOT
C09396   081       900         598         0521                               -413.27
OBJ-DETAIL 598                                                                -413.27
ACTIVITY    900                                                               -413.27 SUBTOT
C09396   081       920         598         0521                                 -3.94
OBJ-DETAIL 598                                                                   -3.94
ACTIVITY    920                                                                  -3.94 SUBTOT
C09396   081       940         598         0521                                -35.33
OBJ-DETAIL 598                                                                  -35.33
ACTIVITY    940                                                                 -35.33 SUBTOT
SUB-JOB     081 SUBTOTAL
EA          C09396 TOTAL                                                   171,268.79

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
ST SUMMARY RUN ON
VITY/OBJ-DETAIL CREW-NUMBER
L CHARGES ARE LOADED
RE CURRENT TO 06/20/87

    CREW    MSA          CURRENT          BALANCE TO
L NUMBER  FIELD          MONTH              DATE
  ------- -----          -------          ----------
                                               -.59

                                               -.59 SUBTOTAL CONST. ENGR N-P ✓


   8042                                      236.75 ***
                                             236.75

   8042                                      218.84
                                             218.84 CONST ENGR P ✓

                                             455.59 SUBTOTAL

   0521                                       -3.05
                                              -3.05

                                              -3.05 SUBTOTAL TRAINING P ✓

   0521                                     -413.27
                                            -413.27

                                            -413.27 SUBTOTAL CONST ENGR P ✓

   0521                                       -3.94
                                              -3.94

                                              -3.94 SUBTOTAL PROG. SEC. P ✓

   0521                                      -35.33
                                             -35.33

                                             -35.33 SUBTOTAL MATERIALS TEST P ✓


                                         171,268.79


S EXPENDITURES
```

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-[illegible] (REV. 7-78)

HIGHWAY	
SECTION	
FEDERAL AID PROJECT NO.	C09396

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUN
	Type Code	"P" Construction Cost		Total Cost		
A	Y008 Channelization	94,137.52		94,137.52		
B	Y031 Traffic Signal	54,000.00		54,000.00		
		148,137.52		148,137.52		

GROSS RETAINAGE	
TREASURER DEPOSIT	
% NET RETAINAGE	

DATE	[illegible] 15 86 Pro. 02 C09396	TOTAL CONTRACT ITEMS	147159.74	146893
PREVIOUS VOUCHER NO.		% RETAINED ON CONTRACT ITEMS		
CHECKED BY		FORCE ACCOUNT	977.78	509
ENGINEER OR AUDITOR		TOTAL PAYMENTS	148,137.52	

OUCHER

IVISION

HIGHWAY	FEDERAL AID PROJECT NO. L09396
SECTION	

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	"P" Construction Cost		Total Cost			
hannelization	94,137.52		94,137.52			
Traffic Signals	54,000.00		54,000.00			
	148,137.52		148,137.52			

GROSS RETAINAGE	
TREASURER DEPOSIT	
% NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
02 L09396	TOTAL CONTRACT ITEMS	147159.74	146893.59	266.15
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT	977.78	569.78	408.00
	TOTAL PAYMENTS	148,137.52		

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1920 (REV. 7-76)

CLACKAMAS	CONTRACT NO. C09396	ESTIMATE NO. 7	PREFIX NO'S.
HIGHWAY FAU 9714 (HARRISON ST)	FEDERAL AID PROJECT NO. 1X 9714006		
SECTION CLACKAMAS HY-32ND AVE (MILWAUKIE)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
001	11 MOBILIZATION	LUMP SUM	1500.0000	100.000	1500.00	1
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3000.0000	100.000	3000.00	30
003	11 TEMPORARY SIGNS	SQ FT	8.5000	218.000	1853.00	1
004	11 TEMPORARY BARRICADES	EACH	85.0000	8.000	680.00	
005	11 FLAGMEN	HOUR	22.0000	430.000	9460.00	94
006	11 CLEARING AND GRUBBING	LUMP SUM	2200.0000	100.000	2200.00	22
007	11 REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1100.0000	100.000	1100.00	11
008	11 GENERAL EXCAVATION	CU YD	7.3100	448.400	3277.80	32
009	11 TRENCH EXCAVATION	CU YD	11.0000	61.710	678.81	6
010	11 TREATED BASE MIXTURE	TON	14.2800	338.720	4836.92	48
011	11 CEMENT IN TREATED BASE MIXTURE	TON	82.0000	16.890	1384.98	138
012	11 CL B OR CL C ASPHALT CONCRETE	TON	32.0700	975.920	31297.75	312
013	11 10-INCH SEWER PIPE	LIN FT	10.8000	218.000	2354.40	235
014	11 EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	26.0000	180.000	4680.00	468
015	11 CONCRETE INLETS TYPE G-1	EACH	325.0000	10.000	3250.00	32
016	11 CONCRETE WALKS	SQ YD	12.1600	544.700	6623.55	66
017	11 CONCRETE DRIVEWAYS	SQ YD	16.0000	149.900	2398.40	23
018	11 CONCRETE CURBS	LIN FT	4.2500	1,566.100	6655.93	665
019	11 EXTRA FOR ASPHALT APPROACHES	EACH	225.0000	4.000	900.00	90
020	11 ADJUSTING MANHOLES	EACH	150.0000	6.000	900.00	90
021	11 ADJUSTING INLETS	EACH	165.0000	2.000	330.00	33
022	11 REMOVAL OF EXISTING SIGN INSTALLATIONS	LUMP SUM	670.0000	100.000	670.00	67
023	11 WOOD SIGN POSTS	LUMP SUM	780.0000	100.000	780.00	78
024	11 TYPE C AND D SIGNS IN PLACE	SQ FT	9.0000	49.800	448.20 A	44
025	11 MOVE AND REINSTALL EXISTING SIGNS	LUMP SUM	1900.0000	100.000	1900.00	190
026	11 TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	54000.0000	100.000	54000.00 B.	537
	FORCE ACCOUNT ITEMS					
801	11 REM LUMINAIRE & ARM & REPOSITION POLE				977.78 A	56

DATE 04 15 86 PG. 01 C09396	TOTAL CONTRACT ITEMS	A. 94,137.52
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	B. 54,000.00
CHECKED BY:	FORCE ACCOUNT	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	

MENT VOUCHER

IGHWAY DIVISION

CLACKAMAS

CONTRACT NO. C09396

ESTIMATE NO. 7

PREFIX NO'S.

HIGHWAY FAU 9714 (HARRISON ST)

FEDERAL AID PROJECT NO. 1X 9714006

SECTION CLACKAMAS HY-32ND AVE (MILWAUKIE)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TION	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
SIGNS	SQ FT	8.5000	218.000	1853.00	1853.00	
BARRICADES	EACH	85.0000	8.000	680.00	680.00	
	HOUR	22.0000	430.000	9460.00	9460.00	
AND GRUBBING	LUMP SUM	2200.0000	100.000	2200.00	2200.00	
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1100.0000	100.000	1100.00	1100.00	
EXCAVATION	CU YD	7.3100	448.400	3277.80 A	3277.80	
XCAVATION	CU YD	11.0000	61.710	678.81	678.81	
BASE MIXTURE	TON	14.2800	338.720	4836.92	4836.92	
N TREATED BASE MIXTURE	TON	82.0000	16.890	1384.98	1388.83	3.85-
CL C ASPHALT CONCRETE	TON	32.0700	975.920	31297.75	31297.75	
SEWER PIPE	LIN FT	10.8000	218.000	2354.40	2354.40	
R PIPE UNDER PAVEMENT	LIN FT	26.0000	180.000	4680.00	4680.00	
INLETS TYPE G-1	EACH	325.0000	10.000	3250.00	3250.00	
WALKS	SQ YD	12.1600	544.700	6623.55	6623.55	
DRIVEWAYS	SQ YD	16.0000	149.900	2398.40	2398.40	
CURBS	LIN FT	4.2500	1,566.100	6655.93	6655.93	
R ASPHALT APPROACHES	EACH	225.0000	4.000	900.00	900.00	
G MANHOLES	EACH	150.0000	6.000	900.00	900.00	
G INLETS	EACH	165.0000	2.000	330.00	330.00	
OF EXISTING SIGN INSTALLATIONS	LUMP SUM	670.0000	100.000	670.00	670.00	
N POSTS	LUMP SUM	780.0000	100.000	780.00	780.00	
ND D SIGNS IN PLACE	SQ FT	9.0000	49.800	448.20	448.20	
REINSTALL EXISTING SIGNS	LUMP SUM	1900.0000	100.000	1900.00	1900.00	
SIGNAL INSTALL COMPLETE	LUMP SUM	54000.0000	100.000	54000.00 B.	53730.00	270.00
ACCOUNT ITEMS						
NAIRE & ARM & REPOSITION POLE				977.78 A	569.78	408.00

PG. 01 C09396

TOTAL CONTRACT ITEMS	A. 94,137.52	
% RETAINED ON CONTRACT ITEMS	B. 54,000.00	
FORCE ACCOUNT		
TOTAL PAYMENTS		

9386

January 15, 1987

CON 5 - #9386

Rathbone, King & Seeley
1 SW Columbia
Portland, OR 97201

On October 13, 1986, we wrote to you concerning release of final payment on Contract No. 9386 awarded to Tice Electric Company for work on the Coliseum Area Traffic Signal Improvement Project in Multnomah County.

Final payment on this contract is $1,000.00 and the total contract amount is $374,121.63. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Tice Electric Company
P.O. Box 15009
Portland, OR 97215

Fred S. James & Co. of Oregon
111 SW Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9346

STATE COPY

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 10/24/86	REPORT MADE BY 10 22-86 T. P. Lowe, Area Engineer Lowe		PROJECT NO. IX-9714(6)
COMPLETION DATE (Actual) 9/9/82	ACCEPTANCE DATE BY CONRTACT AGENCY 9/26/85	TIME ELAPSED 100 %	CONTRACT TIME 200 DAYS

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CLACKAMAS HIGHWAY - 32ND AVENUE (MILWAUKIE)
FAU 9714 (HARRISON STREET)
Grading, Paving and Signals

This project provided for upgrading signals at one intersection and installtion of new signals at an adjacent intersection. The work included a signal intertie and miscellaneous paving.

Short after construction the loop detector epoxy failed throughout the project. Also, one loop detector failed. The prime contractor was directed to correct the above deficiencies, but he went out of business; therefore, State Forces did the corrective work. The State's costs for this work have been charged to the contractor.

The final cost of $178,000 underran the original authorization by 5 percent.

- TPL -

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson
FOR
Info | Inv. | R/D | D.A. | | Act | File

NOTED
W. E. SCHWARTZ 10/31 vg

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE TP Lowe		SIGNATURE	
TITLE Area Engineer	DATE 10/27/86	TITLE District Engineer A	DATE 10/29/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

93.96

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

10-10-85

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Tru-Mix Construction Co. Contract No. 9711	Mallory Lane-Rogue River Dr. (Shady Cove) Jackson County	9-10-85
Auburn Construction Co. Contract No. 9727	Tualatin River (Fern Hill Rd.) Br. Washington County	9-18-85
Copenhagen Utilities & Construction, Inc. Contract No. 9713	90th Ave.-94th Ave. (Portland) Multnomah County	9-18-85
Bob Angell, Inc. Contract No. 9624	Steer Cr.-Nash Hill Lincoln County	9-26-85
Johnson Rock Products, Inc. Contract No. 9849	Myrtle Ave.-Fir Ave. (Coos Bay) Coos County	9-26-85
Mid-Oregon Ready Mix Contract No. 9651	Linn Co. Line-Suttle Lake Jefferson County	9-26-85
Gresham Paving, Inc. Contract No. 9396	Clackamas Hwy.-32nd Ave. (Milwaukie) Clackamas County	9-26-85
Morse Bros., Inc. Contract No. 9858	Corvallis ECL.-Hewlett Packard Int. Benton County	9-30-85
Fisher Land Co. dba Oakridge Sand & Gravel Contract No. 9968	Drews Reservoir Rock Prod. Lake County	10-2-85
RailCo Multi Const. Inc. & R. A. Hatch Co. Contract No. 9831	W.B. Banfield-S.B. I-5 Conn. Multnomah County	10-4-85
Tidewater Contractors, Inc. Contract No. 9781	Gold Beach-Sebastian Rock Prod. Curry County	10-7-85
Afab, Inc. dba Quality Paving Contract No. 9804	Arterial St. O'lay Project #5 (Unit #1) Multnomah County	10-7-85

Contractor and Contract No.	Section and County	Acceptance Date
R. J. Taggart Const. Co., Inc. Contract No. 9955	Prineville Rock Production Crook County	10-7-85
Kincheloe & Sons Inc., Myrtle Point Contract No. 10066	Chiloquin Rock Production Klamath County	10-7-85
A & R Construction, Inc. dba LACO Construction Co. Contract No. 9847	Pine Cr. (Deer Cr. Butte Rd.) Br. Baker County	10-7-85
Hamilton Const. Co. (Ore.) Contract No. 9719	Coyote Cr. & Middle Fork Coyote Creek Bridges Lane County	10-8-85
F. E. Ward, Inc. Contract No. 9677	McKenzie River (Armitage) Bridge Lane County	10-8-85
J. C. Compton Co. Contract No. 9982	Warm Springs Jct.-Maupin Wasco County	10-8-85
Ken Leahy Const., Inc. Contract No. 9602	Sunset Hwy.-Leahy Rd. Washington County	10-8-85
Wildish Corvallis Const. Inc. Contract No. 9560	Mill St.-5th St. (Spgfld) Lane County	10-8-85

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$ 9,137,094.31	$ 80,987,958.44
Anticipated Costs	$ 9,422,694.04	$ 81,375,553.40
% Overrun (Underrun)	+ 3.13%	+ .05

October 10, 1985

W. E. Schwartz, P.E.
Asst. State Highway Engineer

STATE COPY

nig

cc: OSHD (Mr Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Clackamas	DIVISION Oregon	
IN COMPANY WITH Marion Craft, OSHD				
DATE OF INSPECTION 3-21-85	INSPECTION MADE BY Thomas P. Lowe, Area Engineer Original Signed by T. P. LOWE		PROJECT NO. IX-9714(6)	
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory		TIME ELAPSED 100 %	WORK COMPLETED 100 %

CLACKAMAS HIGHWAY - 32nd AVENUE (MILWAUKIE)
FAU 9714 (HARRISON STREET)
Grading, Paving, and Signals

This project provided for upgrading signals at one intersection and installation of new signals at an adjacent intersection. The work included a signal intertie and miscellaneous paving.

Shortly after construction the loop detector epoxy failed throughout the project. Also, one loop detector failed. The prime contractor was directed to correct the above deficiencies, but he went out of business; therefore, State forces did the corrective work. The State's costs for this work have been charged to the contractor.

The final estimated cost underran the original authorization of $187,000 by 7 percent.

The completed work appears to have been performed in accordance with the contract requirements; therefore I recommend acceptance.

-TPL-

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
Cy
4/1

Form FHWA-1446A
(Rev. 2-84)

9396

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: CLACKAMAS HIGHWAY - 32ND AVENUE (MILWAUKIE)	WEEK ENDING: December 17, 1983
		SECTION PREFIX: 303-1035
	HIGHWAY: FAU 9714 (Harrison St.)	COUNTY: Clackamas
NAME OF JOB: Clackamas Hwy. - 32nd Ave.(Milwaukie)	KIND OF WORK: GRADING, PAVING, AND SIGNALS	
CONTRACTOR: Gresham Paving, Incorporated	CONTRACT NUMBER: 9396	FEDERAL AID PROJECT NUMBER: IX-9714(6)
DATE OF CONTRACT: November 13, 1981	DATE WORK STARTED: February 18, 1982	COMPLETION DATE: September, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 394
PROJECT AUTHORIZATION: $ 186,573.29	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 171,778.93	ENGINEERING AUTHORIZATION $ 14,794.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 159,915.89	ENGINEERING COST TO DATE $ 17,799.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %	PERCENT OF AUTHORIZATION 120 %	DATE PROJECT WAS COMPLETED: Sept. 9, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.			
100	100	100	100	100			

	GRADING	SURFACING			PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,000	9,000			40,000
TOTAL QUANTITIES CORRECTED TO DATE	2,562	16,792			31,298
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,562	16,792			31,298
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE

TRAFFIC SIGNALS	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11				Second Notification Sept.9, 1982
MONDAY 12				
TUESDAY 13				
WEDNESDAY 14				
THURSDAY 15				
FRIDAY 16				
SATURDAY 17				

RECEIVED
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CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Second Notification September 9, 1982.

Work remaining to be done: Repair loop detectors, when weather permits.

Submitted Semi-Final December 13, 1983

SIGNED James W. McNamee, Project Manager LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

[illegible]

9396

(ORIGINAL)

303-2531

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-30-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 6/1/81
TO 5/25/83

FEDERAL AID PROJECT NO.
IX-9714(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$25,238.08	$25,219.63	85%	$21,436.69	$21,436.69	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
6/30/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

[illegible] SECTION
MANAGER ________ PROJECT UNIT ________
JUL 26 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Clackamas Hwy.-S.E. 32nd Ave.(Milwaukie) Clackamas County					
	Type Code ROWA					
	Right of Way (Sta. 88+54.62 To Sta. 100+13.62					
	Right of Way	All Required			$19,840.00	
	Total ROWA Costs				$19,840.00	
	Acquisition Expense					
	State	All Required			5,379.63	
	Total Participating Cost				$25,219.63	
	Nonparticipating Items					
	Acquisition	All Required			18.45	
	Total Costs				$25,238.08	
	Participating Costs are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	Right of Way plans were approved by the FHWA 4/1/81.					
	No revisision were necessary.					
	Prepared based on Participating Costs as shown on Federal Billing as of 6/30/83.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                 JUNE 1983        PAGE 1150
                                                                           FISCAL         GRAND TOTAL
     DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE      TO DATE

                                                                                                        STATE
CLACK HWY-SE 32ND AV (MILWK)  CONT NO    * FA PROJ NOS X10 9714005 100
                        303    2531    295    00 N 9  Tx. City                              2,000.00
                        303    2531    296    00 N 9  " St                                 28,436.69CR
                        303    2531    298    00 N 9  " Fed                                21,436.69
                        303    2531    401    00 P 1  Net cost Land                        13,724.00
                        303    2531    403    00 P 1  Value of Bldg & Eq.                     526.00
                        303    2531    404    00 P 1  " " Trees, Shrubs                     1,400.00
                        303    2531    405    00 P 1  Sev. & Conseq. Damage                 3,100.00
                        303    2531    406    00 P 1  Moving of Bldgs & Fac.                1,090.00
                        303    2531    407    00 P 1  Appr. Wit.                            1,074.16
                        303    2531    409    00 P 1  Grant to City for 50% of cost           400.00
                        303    2531    412    00 P 1  Title Cost                            1,137.71
                        303    2531    413    00 P 1  Taxes                                   113.99
                        303    2531    413    00 N 1  "                                          .85
                        303    2531    414    00 P 1  Neg. Exp.                             1,065.40
                        303    2531    414    00 N 1  "    "                                     1.60
                        303    2531    415    00 P 1  Reloc. Comput.                           26.42
                        303    2531    426    00 P 1  Legal                                   279.43
                        303    2531    426    00 N 1  "                                         16.00
                        303    2531    430    00 P 1  Appr. Rev.                              114.03
                        303    2531    920    00 P 1  Prog. Sec.                               47.70
                        303    2531    930    00 P 1  R/W Off. Exp                          1,120.79
                                       TOT    P1                                           25,219.63
                                       TOT    N1                                               18.45
                                    ** JOB TOTALS **              **              **       25,238.08  **

                                                                                                        STATE
SE OATFLD RD@THIESSEN RD      CONT NO      FA PROJ NOS X10 9665009 100
                        303    2532    296    00 N 9   21,590.00CR     21,590.00CR         61,590.00CR
                        303    2532    297    00 N 9                                        6,000.00
                        303    2532    298    00 N 9   21,590.00       21,590.00           55,590.00
                        303    2532    401    00 P 1                   15,000.00           20,852.00
                        303    2532    403    00 P 1                                        3,998.00
                        303    2532    405    00 P 1                                          200.00
                        303    2532    407    00 P 1                      500.00            6,893.06
                        303    2532    409    00 P 1                                           44.20
                        303    2532    412    00 P 1       99.69          172.13            1,247.36
                        303    2532    412    00 N 1         .01CR          6.27                6.27
                        303    2532    413    00 P 1                       19.63               37.56
                        303    2532    414    00 P 1         .06CR         46.28            4,271.77
                        303    2532    426    00 P 1                      644.84              644.84
                        303    2532    426    00 N 1                    9,908.00            9,908.00
                        303    2532    430    00 P 1                                          628.64
                        303    2532    903    00 P 1                    4,982.82           26,520.49
                        303    2532    913    00 P 1                                          101.97
                        303    2532    920    00 P 1       18.18           18.18               65.09
                        303    2532    930    00 P 1       23.00          104.86            1,053.20
                                       TOT    P1          140.81       21,488.74           66,558.18
                                       TOT    N1             .01CR      9,914.27            9,914.27
                                    ** JOB TOTALS **      140.80  **   31,403.01  **       76,472.45  **
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FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
203-2536	1	X10 -9718-005 APPR-772	148,750.00	102,872.48	102,870.70	85.00	87,440.10	87,421.57		18.53
203-2539	1	HES -9674-004 APPR-141	81,000.00	12,846.34	12,846.34	90.00	11,561.71	9,718.52		1,843.19
207-2504	1#	OS -0700-001 APPR-627	7,116.58	13,381.52	8,294.38	85.80	7,116.58	7,116.58		
224-2520	1#	OS -2400-001 APPR-627	2,082.04	2,426.62	2,426.62	85.80	2,082.04	2,082.04		
224-2522	1#	M -1830-003 APPR-W32	125,616.46	142,454.59	142,454.59	88.18	125,616.46	125,616.46		
224-2523	1	M -1705-006 APPR-W32	846,240.00	988,201.76	988,117.59	88.15	871,025.66	846,240.00	24,785.66 B	
224-2526	1#	RS -A590-002 APPR-075	27,700.50	31,424.28	31,424.28	88.15	27,700.50	27,700.50		
224-2536	1	X10 -1830-006 APPR-178	93,500.00	10.25	10.25	85.00	8.71			8.71
225-2505	1#	SOS -2500-002 APPR-680	101.05	279.41	117.77	85.80	101.05	101.05		
230-2513	1#	SOS -3000-002 APPR-680	4,186.23	4,880.76	4,880.76	85.77	4,186.23	4,186.23		
234-2527	1	BROS-3400-007 APPR-117	4,000.00	1,365.28	1,365.28	80.00	1,092.22	1,092.35		.13CR
234-2529	1	XI -9282-003 APPR-823	197,272.00	234,401.75	232,397.90	85.00	197,538.22	197,538.22	266.22 B	266.22CP
	2	X10 -9282-003 APPR-772	131,750.00	155,000.00	155,000.00	85.00	131,750.00	131,750.00		
234-2529		PREFIX TOTALS	329,022.00	389,401.75	387,397.90		329,288.22	329,288.22	266.22	266.22CP
234-2537	1	X10 -9326-009 APPR-772	255,000.00	136,083.25	135,699.09	85.00	115,344.23	114,799.45		544.78
236-2515	1	RRO -000S-037 APPR-685	12,654.00	10,881.65	10,880.99	90.00	9,792.89	9,793.87		.98CP
236-2516	1	SOS -3600-001 APPR-680	4,280.00	3,675.13	3,675.13	85.77	3,152.16	3,152.16		
302-2507	1	M -2110-003 APPR-W32	154,700.00	311,765.70	171,568.99	81.80	140,343.43	140,339.30		4.13
302-2508	1#	M -2120-002 APPR-W32	11,928.17	15,727.07	13,527.07	88.18	11,928.17	11,928.17		
303-2528	1	XI -9665-008 APPR-823	24,918.91	30,973.62	30,629.27	85.00	26,034.88	24,918.91	1,115.97 B	
303-2531	1	X10 -9714-005 APPR-772	21,436.69	25,238.08	25,219.63	85.00	21,436.69	21,436.69		
303-2532	1	X10 -9665-009 APPR-772	55,590.00	76,472.45	66,558.18	85.00	56,574.45	55,590.00	984.45 B	
303-2534	1	X10 -9659-009 APPR-772	7,990.00	8,724.22	8,724.22	85.00	7,415.59	7,404.83		10.76
	2	XI -9659-009 APPR-823	12,155.00	14,300.00	14,300.00	85.00	12,155.00	12,155.00		
303-2534		PREFIX TOTALS	20,145.00	23,024.22	23,024.22		19,570.59	19,559.83		10.76
303-2537	1	X10 -9473-003 APPR-772	450,500.00	89,205.30	89,205.30	85.00	75,824.51	68,466.34		7,358.17

9396

STATE COPY 8

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5-207		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5/23/83	Project Number IX-9665(11)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on February 9, 19 83,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 178,000.00	$ 187,294.00
Federal funds	$ 151,298.00	$ 159,199.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For: H.S. Coulter, P.E.
(Title)

~~By~~ State Highway Engineer

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 18, 1983

Federal-Aid Project
No. IX-9665(11)

Oatfield Rd. @ S.E. Theissen Road Section
FAU 9665 (Oatfield Road)
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 201+00 to Sta. 209+40)

Subtotal of previous estimate December 8, 1981 $ 112,611.70

Previous Estimate

Flagman	250	Hour	22.00	$	5,500.00
"-0 Aggregate	[illegible]	Ton	10.70		12,840.00
Class "B" or "C" Asph. Conc.	700	Ton	32.00		22,400.00
Concrete Driveways	170	Sq. Yd.	15.25		2,592.50
				$	43,332.50

Revised Estimate

Flagman	538	Hour	22.00	$	11,836.00
1"-0 Aggregate	[illegible]	Ton	10.70		14,605.50
Class "B" or "C" Asph. Conc.	725	Ton	32.00		23,200.00
Concrete Driveways	231	Sq. Yd.	15.25		3,522.75
Tree Removal (P.A. #1)			All Required		400.00
Reconnect Roof Drains (E.W.O. [illegible]			All Required		1,000.00
Remove Inlet & Install Type "D" Inlet (E.W.O. #3)			All Required		800.00
Construct Concrete Stairway (E.W.O. #4)			All Required		900.00
Temp. Striping & Removal (E.W.O. [illegible]			All Required		150.00
R [illegible] Pavement to Lower Grade (E.W.O. #6)			All Required		300.00
Furnish Wood Sign Supports (E.W.O. #7)			All Required		200.00
				$	56,913.75
			Increase	$	13,581.25
			Subtotal	$	126,192.95
			Engineering		18,928.05
			Total	$	145,121.00

Type Code Y031
Traffic Signals (Oatfield Rd. @ S.E. Thiessen Rd.)

Subtotal of previous estimate of December 8, 1981	$	36,673.00
Engineering		5,500.00
Total	$	42,173.00

Length of Project--------- 0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Channelization	$ 145,121.00	$ 123,352.00	$ 21,769.00
Traffic Signals	42, 73.00	35,847.00	6,326.00
Total	$ 187,294.00	$ 159,199.00	$ 28,095.00

Group 1	100%
Contract No.	9396
Prefix:	203-1901
Prefix:	203-1036

9396

STATE COPY

OMB No. 04-R2089

L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-231	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 2/9/82	State Oregon County Clackamas Project No. IX-9665(11)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oatfield Rd.-S.E. Thiessen Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-18-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 178,000.00	FEDERAL FUNDS $ 151,298.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter
XXX

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible] 82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 8, 1981

Federal Aid Project
No. IX-9665(11)

Oatfield Rd. @ S.E. Thiessen Road Sec.
FAU 9665 (Oatfield Road)
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 201+00 to Sta. 209+40)

Mobilization		All Required	$ 1,600.00
Temporary Protection and Direction of Traffic		All Required	2,200.00
Temporary Signs	148 Sq. Ft.	8.50	1,258.00
Temporary Barricades	7 Each	95.00	665.00
Temporary Plastic Safety Markers	16 Each	70.00	1,120.00
Temporary Reflective Pavement Markers, Yellow	37 Each	4.00	148.00
Flagmen	250 Hour	22.00	5,500.00
Clearing and Grubbing		All Required	1,800.00
Removal of Structures and Obstructions		All Required	1,500.00
General Excavation	1,700 Cu. Yd.	7.25	12,325.00
Trench Excavation	365 Cu. Yd.	9.00	3,285.00
Finishing Roadbed and Slopes		All Required	400.00
1"-0 Aggregate Base	1,200 Ton	10.70	12,840.00
Class "B" or Class "C" Asphalt Concrete	700 Ton	32.00	22,400.00
6-inch Sewer Pipe	50 Lin. Ft.	5.00	250.00
8-inch Sewer Pipe	16 Lin. Ft.	8.20	131.20
12-inch Sewer Pipe	848 Lin. Ft.	16.20	13,737.60
15-inch Sewer Pipe	198 Lin. Ft.	22.70	4,494.60
18-inch Sewer Pipe	60 Lin. Ft.	28.00	1,680.00
Extra for Pipe Under Pavement	36 Lin. Ft.	25.00	900.00
Concrete Manholes	1 Each	750.00	750.00
Concrete Inlets, Type G-2	12 Each	530.00	6,360.00
6-inch Drain Pipe	60 Lin. Ft.	5.85	351.00
Filter Fabric	60 Sq. Yd.	2.25	135.00
Concrete Walks	405 Sq. Yd.	12.16	4,924.80
Concrete Driveways	170 Sq. Yd.	15.25	2,592.50
Concrete Curbs	990 Lin. Ft.	4.00	3,960.00

Extra for Asphalt Approaches	3 Each	225.00	675.00
Adjusting Inlets	2 Each	160.00	320.00
Removal of Existing Sign Installations		All Required	400.00
Type "C" and "D" Signs in Place	45 Sq. Ft.	12.00	540.00
Type "I" Signs in Place	9 Sq. Ft.	16.00	144.00
Type "U" Signs in Place	3 Sq. Ft.	25.00	75.00
Move and Reinstall Existing Signs		All Required	1,300.00
			$110,761.70

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,050.00
Roadside Seeding and Mulching	All Required	300.00
Bark Mulch	All Required	500.00
		$ 1,850.00
	SUBTOTAL	$112,611.70
	Engineering	15,202.30
	TOTAL	$127,814.00

Type Code Y031
Traffic Signals (Oatfield Rd. @ S.E. Thiessen Rd.)

Traffic Signal Installation, Complete	All Required	$ 34,998.00

Anticipated Items

State Furnished Software	All Required	$ 500.00
"OPTICOM" Testing	All Required	1,175.00
		$ 1,675.00
	SUBTOTAL	$ 36,673.00
	Engineering	4,950.00
	TOTAL	$ 41,623.00

Length of project -------------- 0.00 miles

SUMMARY OF FUNDS (85%)

Description	Total Funds	Federal Funds	County Funds
Channelization	$127,814.00	$108,641.00	$ 19,173.00
Traffic Signals	41,623.00	35,379.00	6,244.00
SUBTOTAL	$169,437.00	$144,020.00	$ 25,417.00
Reserve	8,563.00	7,278.00	1,285.00
TOTAL	$178,000.00	$151,298.00	$ 26,702.00

Group 1 100%
Contract No. 9396
Prefix: 203-1901 (PE)
203-1036 (Constr.)

Oatfield Road @ S.E. Thiessen Rd. Sec.
FAU 9665 (Oatfield Rd.)
Clackamas County

State Responsibility (Non Participating Items)

Furnish and Installing Mailbox Posts	18 Each	75.00	$ 1,350.00

9396

B

December 28, 1982

Klein & Hand, P.C.
Attorneys at Law
P. O. Box 377
Woodburn, OR 97071

CON 5
#9396

Attention: Lucien S. Klein

Gentlemen:

Thank you for your letter of December 16 on behalf of your client, Cantel, Incorporated, informing us that they have been paid in full for their claim against Gresham Paving, Inc.

This appears to be in reference to a claim filed by Cantel in July 1982 for rental of barricades and traffic safety signs in the amount of $840.01. This was against Gresham Paving, Inc., for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section Project in Clackamas County.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Gresham Paving, Inc.
4540 SE 174th Street
Portland, OR 97236

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

JS
12/28/82

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

December 16, 1982

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: Your file number CON 5
No. 9396

Gentlemen:

In behalf of my client, Cantel, Incorporated, I am advising you that Cantel, Incorporated has been paid in full for its claim filed against Gresham Paving, Inc., for Contract No. 9396, for the work on the Clackamas Highway - 32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County.

Very truly yours,

Lucien S. Klein

LUCIEN S. KLEIN

LSK:cad

RECEIVED
DEC 17 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9396

October 25, 1982

Mitchell, Lang & Smith
Attorneys at Law
101 S.W. Main Street
Portland, OR 97204

CON 5
#9255, 9230, 9404,
9397, 9396, 9391

Attention: Thane W. Tienson

Gentlemen:

This will acknowledge your letter of October 7 stating that you represent Fireman's Fund Insurance Company, surety for Gresham Paving, Inc., on Contract Nos. 9255, 9230, 9404, 9397, 9396 and 9391.

As requested in that letter, the Highway Division will make the checks for the contract balances on all the above projects payable to Gresham Paving Company, & Fireman's Fund Insurance Companies and mailed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Sincerely,

NOTED C

ac 10-25-82

Robert W. Gormsen
COMMISSION SERVICES

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Company Insurance
10201 S.E. Washington St.
Portland, OR 97216

Mr. B. Michael Bowen
Fidelity & Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

bc: Jack Sollis
C. T. Kassey
Robert Church
Jan Petersen
Ed Hardt
Charles Lebaugh
Jim McManus
Willard Hoffman

fkn;dc

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

RECEIVED
OCT 15 1982
LEGAL

October 13, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: State Contract No.'s: 9391, 9396
9397, 9404, 9250 & 9255

Attention: Robert Gormsen

Dear Mr. Gormsen,

As discussed with you yesterday by phone this letter will authorize the payment of our checks to be issued in our name and mailed directly to our bonding company (Fireman's Fund Insurance Co.).

Please contact me if you have any questions.

Sincerely,

GRESHAM PAVING, INC.

Scott F. Pickens
President

JG

10-18-82

cc: Mike Bowen - Fireman's Fund
Thain Tienson - Attorney

RECEIVED
OCT 15 1982
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

ECEIVE

MITCHELL, LANG & SMITH
ATTORNEYS AT LAW
2000 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 221-1011

CHARLES T. SMITH
RICHARD L. LANG
WM. H. MITCHELL
JEFFREY M. KILMER
WILLIAM A. MASTERS
WM. KELLY OLSON
E. PENNOCK GHEEN
MICHAEL A. LEHNER
DENNIS J. HUBEL
BRUCE M. WHITE
THANE W. TIENSON
MARGARET LEEK LEIBERAN

DONALD E. HERSHISER
OF COUNSEL

ANDREW K. CHENOWETH
REX A. MALOTT
BRUCE L. SCHAFER
STEPHEN C. VOORHEES
JAMES P. MARTIN
JOHN A. WITTMAYER
MARK R. MOLINE

October 7, 1982

10/12/82
Bob called
contractor
to get letter
of ok from
them

Mr. Robert Gormsen
Commission Services
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

RE: OSHD Jobs 9391, 9396, 9397, 9404, 9250, & 9255
Our File No. 250/30662-0

Dear Mr. Gormsen:

I represent Fireman's Fund Insurance Company, the surety for Gresham Paving, on the above-captioned projects. I hereby direct you to make your checks for the contract balances on all projects payable to "Gresham Paving Company, c/o Fireman's Fund Insurance Companies". All checks should be directed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
FIREMAN'S FUND INSURANCE COMPANY
Post Office Box 3825
Portland, Oregon 97208

I've enclosed a copy of the General Indemnity Agreement executed by Gresham Paving Company and the principals involved, Scott and Charlene Pickens. As you will observe, the terms of the agreement permit Fireman's Fund to request all monies owed to Gresham Paving on the projects bonded by Fireman's Fund Insurance Company to be directed to Fireman's Fund. This authority is granted to Fireman's Fund in the event of a failure by Gresham Paving to pay for labor or

[illegible]

materials in the prosecution of the contract (see paragraphs 4 and 5). As you are no doubt aware, there have been such failures, and it is for that reason that this request is being made.

Thank you for your cooperation. Please call me if you have any questions.

Very truly yours,

Thane W. Tienson

TWT:dj
Enclosures

cc: Jan Peterson
Michael Bowen
Robert D. Church

RECEIVED
OCT 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FIREMAN'S FUND
INSURANCE COMPANIES

☐ FIREMAN'S FUND INSURANCE COMPANY
☐ THE AMERICAN INSURANCE COMPANY
☐ NATIONAL SURETY CORPORATION
☐ ASSOCIATED INDEMNITY CORPORATION
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY

Cpy to H.O.

GENERAL INDEMNITY AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, that whereas the undersigned, hereinafter called Indemnitors, have requested and do hereby request FIREMAN'S FUND INSURANCE COMPANY, THE AMERICAN INSURANCE COMPANY, NATIONAL SURETY CORPORATION, ASSOCIATED INDEMNITY CORPORATION or AMERICAN AUTOMOBILE INSURANCE COMPANY, as the case may be, any one or all hereinafter referred to as Surety, to execute or procure the execution of such bonds, undertakings or recognizances (all of which are hereinafter included within the term "bond or bonds") as have been and such as may hereafter be applied for directly or through an agent, attorney or other representative or required, solely or as co-adventurer with others, by any of the Indemnitors or by any person, firm, corporation or association whose name shall, for that purpose, have been furnished to the Surety by any of the Indemnitors, it being understood and agreed that this instrument shall cover all bonds so applied for and executed, whether or not this instrument is referred to or mentioned in connection therewith;

NOW, THEREFORE, in consideration of the premises and of the execution or continuance of such bonds, the Indemnitors for themselves, their heirs, executors, administrators, successors and assigns, do hereby jointly and severally, covenant and agree with the Surety, its successors and assigns, as follows:

1. The Indemnitors will pay, when due, all premiums for each of such bonds in accordance with the Surety's regular manual rates in effect on the date such bond becomes effective, as long as liability thereunder shall continue, and until the Surety is furnished with evidence satisfactory to the Surety of its discharge or release from the bonds, or of all liability by reason thereof.

2. The Indemnitors will indemnify the Surety against any and all liability, loss, costs, damages, fees of attorneys and other expenses which the Surety may sustain or incur by reason of, or in consequence of the execution of such bonds and any renewal, continuation or successor thereof, including but not limited to, sums paid or liabilities incurred in settlement of, and expenses paid or incurred in connection with claims, suits, or judgments under such bonds, expenses paid or incurred in enforcing the terms hereof, in procuring or attempting to procure release from liability, or in recovering or attempting to recover losses or expenses paid or incurred, as aforesaid.

3. If the Surety shall set up a reserve to cover any liability, claim asserted, suit or judgment under any such bond, the Indemnitors will, immediately upon demand and whether or not the Surety shall have made any payment therefor, deposit with the Surety a sum of money equal to such reserve and any increase thereof as collateral security on such bond, and such sum and any other money or property which shall have been or shall hereafter be pledged as collateral security on any such bond shall be available, in the discretion of the Surety, as collateral security on all bonds coming within the scope of this instrument or for any other indebtedness of the Indemnitors to the Surety; and any such collateral security shall be held subject to the terms of the Surety's regular form of receipt for collateral, which is by reference made a part hereof.

4. If any such bond be given in connection with a contract, the Surety in its sole discretion is hereby authorized, but not required, (a) to consent to any change in the contract or in the plans and specifications relating thereto; (b) to make or guarantee advances or loans for the purposes of the contract without any obligation to see to the application thereof, it being understood that the amount of all such advances or loans shall be conclusively presumed to be a loss hereunder for which the Indemnitors are liable; (c) in the event of any default in the performance of the contract, or the breach of this agreement or of any bond connected therewith, or the failure to diligently prosecute the work under any contract, or to pay for labor and materials used in the prosecution of the contract, or in the event work has ceased or been suspended on any contract or contracts covered by any said bonds, to take possession of the work under the contract, and, at the expense of the Indemnitors, to complete the contract or cause the same to be completed or to consent to the completion thereof, and to take any other action which the Surety may deem appropriate. In the event that the Surety takes possession of the work as above provided, the Indemnitors hereby release and discharge the Surety, in this connection, from all liability for all its actions and omissions except for deliberate malfeasance.

5. The Indemnitors hereby assign, transfer, pledge and convey to the Surety (effective as of the date of each such bond, but only in the event of default, breach or failure as referred to in preceding Section 4.), as collateral security, to secure the obligations hereunder and any other indebtedness and liabilities of the Indemnitors to the Surety, all of their rights under the contracts, referred to in such bonds, including their right, title and interest in and to (1) all subcontracts let in connection therewith and such subcontractors' surety bonds, (2) all machinery, plant, equipment, tools and materials which shall be upon the site or sites of the work or elsewhere for the purposes of the contracts, including all materials ordered for the contracts, and (3) any and all sums due or which may thereafter become due under such contracts and all sums due or to become due on all other contracts, bonded or unbonded, in which any or all of the Indemnitors have an interest.

6. The Surety may at its option, file or record this agreement or any other document executed by any or all of the Indemnitors, individually or jointly, in connection with application, issuance or execution of any bond or bonds, as a security agreement or as part of a financing statement or as notice of its prior interest and assignment under the provisions of the Uniform

Commercial Code or any other statute or regulation of any jurisdiction or agency, but that the filing or recording of such document shall be solely at the option of the Surety and that the failure to do so shall not release or impair any of the obligations of the Indemnitors under this agreement.

7. If any of the bonds are executed in connection with a contract which by its terms or by law prohibits assignment of contract proceeds, or any part thereof, the Indemnitors covenant and agree to hold all money or other proceeds of the contract, whether received as payment or loan, as a trust for the benefit of the Surety and to use such money or other proceeds for the purpose of performing the contract and discharging the obligation of the bond, and for no other purpose, until the bond is completely exonerated.

8. The Surety shall have the exclusive right to decide and determine whether any claim, liability, suit or judgment made or brought against the Surety or the Indemnitors or any one of them on any such bond shall or shall not be paid, compromised, resisted, defended, tried or appealed, and the Surety's decision thereon, if made in good faith shall be final and binding upon the Indemnitors, unless the Indemnitors shall request the Surety to litigate such claim or demand, or to defend such suit, or to appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount, to be used in paying any judgment or judgments rendered or that may be rendered, with interest, costs, expenses and attorneys fees, including those of the Surety. An itemized statement of payments made by the Surety for any of the purposes specified herein, sworn to by an officer of the Surety, or the voucher or vouchers for such payments, shall be prima facie evidence of the liability of the Indemnitors to reimburse the Surety for such payments, with interest.

9. The Indemnitors hereby authorize the Surety in its sole discretion to do the following: (a) from time to time to make or consent to any change in, or issue any substitute for or renewal of, any such bond, or in any contract referred to in any such bond, and this instrument shall apply to such substituted or changed bond or renewal; (b) if any such bond be given in an action or proceeding in any court, to recognize any attorney of record in such action or proceeding for any party thereto at the date of the execution of such bond as the authorized representative of such party until the Surety shall have been fully discharged from liability under such bond; (c) to take such steps as the Surety may deem necessary or proper to obtain release from liability from any such bond.

10. The Indemnitors hereby waive notice of the execution of any such bonds or of any act, fact or information coming to the notice or knowledge of the Surety concerning or affecting its rights or liabilities under any such bond or rights or liabilities of the Indemnitors hereunder, notice of all such being hereby expressly waived.

11. If the Surety shall procure any other company or companies to execute or join with it in executing, or to reinsure, any such bonds, this instrument shall inure to the benefit of such other company or companies, its or their successors and assigns, so as to give to it or them a direct right of action against the Indemnitors to enforce this instrument and, in that event, the word "Surety", wherever used herein, shall be deemed to include such company or companies, as their respective interests may appear.

12. The liability of the Indemnitors hereunder shall not be affected by the failure of any party to sign any such bond nor by any claim that other indemnity or security was to have been obtained nor by the release of any indemnity, or Indemnitor, nor the return or exchange of any collateral that may have been obtained; and if any party signing this instrument is not bound for any reason this obligation shall still be binding upon each and every other party.

13. Separate suits may be brought hereunder as causes of action accrue, and suit may be brought against any or all of the Indemnitors; and suit or suits upon one or more causes of action, or against one or more of the Indemnitors, shall not prejudice or bar subsequent suits against any other or all of the Indemnitors on the same or any other cause or causes of action, whether theretofore or thereafter accruing.

14. The Indemnitors waive any defense that this instrument was executed subsequent to the date of any such bond, admitting and covenanting that such bond was executed pursuant to the Indemnitors' request and in reliance on the Indemnitors' promise to execute this instrument. In the event any part of this indemnity agreement shall be void under the law of the place governing the construction hereof, then such part only shall be considered as deleted and the remainder of this agreement shall endure in full force and effect.

15. The Surety, at its option, may decline to execute or participate in or procure the execution of any such bonds.

16. Wherever used in this instrument the plural term shall include the singular and the singular shall include the plural, as the circumstances require.

17. The Indemnitors hereby irrevocably nominate, constitute, appoint and designate the Surety or its designee as their Attorney in Fact with the right, but not the obligation, to exercise all of the rights of Indemnitors assigned, transferred and set over to the Surety in this Agreement, and in the name of the Indemnitors or any of them to make, execute and deliver any and all additional or other assignments, documents or papers, including but not limited to the execution of instruments referred to in Section 5, and the endorsement of checks or other instruments representing payment of contract monies, deemed necessary and proper by the Surety in order to give full effect not only to the intent and meaning of the within assignments, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement. The Indemnitors hereby ratify and affirm all acts and actions taken and done by the Surety or its designee as such Attorney in Fact.

18. The Indemnitors hereby waive and abandon, so far as their respective obligations under this agreement are concerned, all rights to claim any of the property, including the respective homesteads, as exempt from levy, execution, sale or other legal process under the laws of any state, territory, or possession.

19. The obligation of the Indemnitors hereunder shall be continuous; provided, however, that any of the Indemnitors may give the Surety not less than thirty days written notice by registered mail of his desire to terminate this agreement but any such notice of termination shall not operate to modify, bar, discharge, limit, affect or impair his liability hereunder on or by reason of any such bond executed prior to the termination of such thirty days.

20. This agreement may not be changed or modified orally. No change or modification shall be effective unless specifically agreed in writing.

IN TESTIMONY WHEREOF, th[illegible]demnitors, intending to be legally bound [illegible]by, have hereunto set their hands and affixed their seals this 23rd day of February, 19 81

Witness or Attest

GRESHAM PAVING, INC.

By: X (Seal)
Scott Pickens, President

P. O. Address

By: X
Scott Pickens, Individually (Seal)

P. O. Address

By: Charlene Pickens
Charlene Pickens, Individually (Seal)

P. O. Address

(Seal)

P. O. Address

(Seal)

P. O. Address

INDIVIDUAL(S) ACKNOWLEDGMENT

STATE OF Oregon }
COUNTY OF Multnomah } ss:

On this June 2, 81 day of , 19 , before me personally came Scott Pickens & Charlene Pickens, to me known and known to me to be the *individual(s)* who executed the foregoing instrument, and acknowledged that they executed same.

Cynthia L. Patterson
NOTARY PUBLIC

PARTNER(S) ACKNOWLEDGMENT

STATE OF }
COUNTY OF } ss:

On this day of , 19 , before me personally came , to me known, and stated that he is (are) *partner(s)* in the firm of and acknowledged that he executed the foregoing instrument as the act of the said firm.

NOTARY PUBLIC

(FOR CORPORATE ACKNOWLEDGMENT(S) SEE FOLLOWING PAGE)

CORPORATE ACKNOWLEDGMENT(S)

STATE OF Oregon
COUNTY OF Multnomah } ss:

On this 2nd day of June, 19 81, before me personally came Scott Pickens, to me known, who, being by me duly sworn, did depose and say that he resides in Boring, Oregon, that he is the President of the GRESHAM PAVING, INC. the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Cynthia L. Patterson
NOTARY PUBLIC

STATE OF ______
COUNTY OF ______ } ss:

On this ______ day of ______, 19____, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______, the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

______
NOTARY PUBLIC

STATE OF ______
COUNTY OF ______ } ss:

On this ______ day of ______, 19____, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______, the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

______
NOTARY PUBLIC

396

August 25, 1982

Salter, McKeahen, Gudger & Rabine
Law Offices
59 East 11th Avenue, Suite A
Eugene, OR 97401

~~COM 5~~
#9396 & 9391

Attention: Monte C. McKeahen

Gentlemen:

Thank you for a copy of your letter of August 18 addressed to Norma Paulus with two Satisfactions of Claims on Performance Bonds from Signals and Control Systems, Inc., covering the following contracts with Gresham Paving, Inc.:

Contract No. 9396 for work on Clackamas Highway-32nd Avenue (Milwaukie) Section on FAU 9714 in Clackamas County. Amount of claim: $16,185.

Contract No. 9391 for work on S. E. Harmony Road at S. E. Price Fuller Road on FAU 9702 in Clackamas County. Amount of claim: $9,682.

This information will be noted in our records and we will advise the surety, agent and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

Gresham Paving, Inc.
4540 S.E. 174th St.
Portland, OR 97236

NOTED
8-25-82 dmc

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

August 18, 1982

Ms. Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97302

Re: Satisfaction of Claims on Performance Bonds

Dear Ms. Paulus:

Enclosed for filing are two original Satisfactions of Claim on Performance Bond for state highway job nos. 9391, and 9396.

Thank you for your assistance.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM/lm

encl.

cc: Gresham Paving, Inc.
Gary Rossi, Attorney at Law
Dept. of Transportation
Fireman's Fund Insurance Co.

RECEIVED
AUG 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION OF CLAIM ON PERFORMANCE BOND

TO: Oregon Department of Transportation
by and through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, Signals & Control Systems of Oregon, Inc., an Oregon corporation, does hereby state and affirm and acknowledge satisfaction and payment in full of that certain Claim on Performance Bond previously filed with the Department of Transportation and the Secretary of State on July 30, 1982 pertaining to Oregon State Highway Job No. 9396 for Clackamas Highway - 32nd Avenue, Milwaukie, Clackamas County, Oregon. Said Claim on Performance Bond was for the sum of $16,185.00, and said sum has been paid and received by Signals & Control Systems of Oregon, Inc. It is the intent, therefore, of Signals & Control Systems of Oregon, Inc., by and through this Satisfaction of Claim on Performance Bond, to release the general contractor, Gresham Paving, Inc., and its surety, Firemans Fund Insurance Co., from any further liability unto Signals & Control Systems of Oregon, Inc., said claim asserted by the Claim on Performance Bond having been paid in full.

DATED this 18th day of August, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By: s/ Monte C. Mc Keehen
Monte C. McKeehen, as Power of
Attorney for Gordon O. Dale,
President

CERTIFIED TRUE COPY
By

RECEIVED
AUG 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SATISFACTION OF CLAIM ON PERFORMANCE BOND

TO: Oregon Department of Transportation
by and through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, Signals & Control Systems of Oregon, Inc., an Oregon corporation, does hereby state and affirm and acknowledge satisfaction and payment in full of that certain Claim on Performance Bond previously filed with the Department of Transportation and the Secretary of State on July 30, 1982 pertaining to Oregon State Highway Job No. 9391 for Southeast Harmony Road at Southeast Price-Fuller Road in Clackamas County. Said Claim on Performance Bond was for the sum of $9,682.00, and said sum has been paid and received by Signals & Control Systems of Oregon, Inc. It is the intent, therefore, of Signals & Control Systems of Oregon, Inc., by and through this Satisfaction of Claim on Performance Bond, to release the general contractor, Gresham Paving, Inc., and its surety, Firemans Fund Insurance Co., from any further liability unto Signals & Control Systems of Oregon, Inc., said claim asserted by the Claim on Performance Bond having been paid in full.

DATED this 18th day of August, 1982.

SIGNALS & CONTROL SYSTEMS, INC.

By: s/ Monte C. McKeehen
Monte C. McKeehen, as Power of
Attorney for Gordon O. Dale,
President

CERTIFIED TRUE COPY
By

RECEIVED
AUG 19 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9396

CL-82-116

2.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 24 1982
NORMA PAULUS
SECRETARY OF STATE

August 23, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9396

Better Half, Inc.
General Contractors
8850 S.E. 76th Drive, Suite 1
Portland, OR 97206

Attention: Beverly Moe

FILED
AUG 24 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge your letter of August 5, 1982, with attached billing, informing us that Gresham Paving owes you $3,610 for labor and material.

Your claim letter states this is in reference to the Gresham Paving, Inc., Contract No. 9396 for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section of Harrison Street in Clackamas County.

The Fireman's Fund Insurance Company through their agent, Boyd & Company Insurance, furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
9-1-82

dmc

cc: Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

RECEIVED
AUG 31 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Better Half, Inc.
GENERAL CONTRACTORS
8850 S.E. 76th Drive, Suite 1 • Portland, Oregon 97206 • (503) 774-0487

August 5, 1982

Robert W. Gormensen
121 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Gormensen:

This letter is to inform you of non-payment, of our Sub-Contract with Gresham Paving. In regards to State Contract No. 9396 at Clackamus Hwy & 32nd Avenue.

Carbon copy of billing attached.

Sincerely yours,

Beverly Moe

Beverly Moe

cc:Gresham Paving
cc:James McNamee

RECEIVED
AUG 9 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

June 28, 1982

Gresham Paving, Inc.
4540 S.E. 174th Avenue
Portland, Oregon 97236

Gentlemen:

SUBJECT: STATE CONTRACT NO. 9396
CLACKAMAS HWY & 32ND AVENUE

Bid Item	Description	Total Amount
22	Removal of existing signs	$ 603.00
23	Wood Sign Posts	702.00
24	Type C & D Signs In Place	405.00
25	Move & Reinstall existing Signs	1,900.00
	TOTAL AMOUNT DUE	$3,610.00

Your business is appreciated.

Sincerely

Georgia A. Moe

RECEIVED
AUG 9 [illegible]
[illegible] SECTIONS
DEPARTMENT OF TRANSPORTATION

9396 CL-82-155

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
10 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9396

August 6, 1982

Spears, Lubersky, Campbell & Bledsoe
Attorneys at Law
800 Pacific Building
Portland, OR 97204

FILED
AUG 10 1982
NORMA PAULUS
SECRETARY OF STATE

Attention: John W. Weil

Gentlemen:

This will acknowledge receipt of your letter of August 3, 1982, with attached Notice of Claim on behalf of Ross Island Sand and Gravel Company for material furnished to Hansen Electric Company in the amount of $672.09 plus interest.

The claim states this is in reference to the Gresham Paving, Inc., Contract No. 9396 for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County.

As you know, Fireman's Fund Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this filing. We note that you have filed this claim directly with the Secretary of State.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen 8-24-82 dmc

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

bc: Secretary of State - Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. It has been filed directly with you by the attorney.

SPEARS, LUBERSKY, CAMPBELL & BLEDSOE
(DEY, HAMPSON & NELSON)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
520 S. W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 226-6151
TELECOPIER XEROX 410 (503) 224-0388

FRANK H. SPEARS
WILLIAM F. LUBERSKY
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
RICHARD C. HUNT
JOHN W. GOULD
JOHN M. BERMAN
RICHARD H. WILLIAMS
EDWIN A. HARNDEN
RICHARD F. LIEBMAN
CHARLES J. PRUITT
NELSON D. ATKIN II
DAVID B. MARKOWITZ
JAMES E. BARTELS
DAVID H. WILSON, JR.
MICHAEL J. LILLY
JEFFREY M. BATCHELOR
JOHN C. STEVASON
DONALD H. PYLE

BARRIE J. HERBOLD
JEFFREY C. WOLFSTONE
JAMES L. HILLER
CRAIG D. BACHMAN
MILO PETRANOVICH
FRANK M PARISI
TIMOTHY R. HARMON
BRUCE C. HAMLIN
RICHARD S. POPE
RICHARD N. VAN CLEAVE
MARY-ANNE SAARINEN
JOHN W. WEIL
SCOTT P. MONFILS
PAULA B WEISS
MICHAEL R. SANDOVAL
ANGELA M NOLAN
GRIFFITH C. STEINKE
P. ANNE KLASSNER
CORBETT GORDON
CARRIE G OTEY
MARIANNE E. SCHIMELFENIG
R. SCOTT McGREW
RALPH F. RAYBURN
ROBERT PEARY STAFFORD

August 3, 1982

5152-46
OUR FILE NO.

Secretary of State
136 State Capitol Building
Salem, Oregon 97310

Attention: Norma J. Paulus

Gresham Paving, Inc.
4540 S.E. 174th
Portland, Oregon 97236

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen

RE: Clackamas Highway Project
OSHD No. 9396

Ladies and Gentlemen:

Enclosed please find Notice of Claim against the Bond on the above job.

Very truly yours,

John W. Weil

John W. Weil

Enclosure
cc: Hansen Electric Company
Firemen's Fund Insurance Company

Secretary of State
136 State Capitol Building
Salem, Oregon 97310

Gresham Paving, Inc.
4540 S.E. 174th
Portland, Oregon 97236

Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN THAT the undersigned, Ross Island Sand & Gravel Company, has a claim for furnishing concrete and related materials of the value of $672.09, furnished to Hansen Electric Company, plus interest, against the bond taken from Gresham Paving, Inc., as principal, and Firemen's Fund Insurance Company, as surety, for the work of constructing Clackamas Highway Project, OSHD No. 9396.

ROSS ISLAND SAND & GRAVEL COMPANY

By____________________
John W. Weil
Its Attorney and Agent

9396 CL-82-126

bc: Secretary of State - Please advise u of your filing dates and numbers of the attached claims n the enclosed copy of this letter. They have been filed directly by the attorney.

✓

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1982

FILED
AUG 9 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.

CON 5
#9391✓
#9396✓
#9397✓

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

Gentlemen:

This will acknowledge a copy of your letter of July 30, 1982, addressed to Norma Paulus, Secretary of State, with attached Notices of Claims and invoices on behalf of Signals and Control Systems of Oregon for equipment and labor provided to Hansen Electric Company, subcontractor, on the following Gresham Paving, Inc. contracts:

1) Contract No. 9391 for S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County. Amount of claim: $9,682.

2) Contract No. 9396 for Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County. Amount of claim: $16,185.

3) Contract No. 9397 for Oatfield Road at S.E. Thiessen Road in Clackamas County. Amount of claim: $1,930.

The Fireman's Fund Insurance Company through their agent furnished the bonds on these contracts. We will advise them and the prime contractor of the receipt of these claims.

Please advise this office when your client's claims have been paid.

Sincerely,

8-24-82 dmc

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 10 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

July 30, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Ms. Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97320

Re: Claims on Performance Bonds
Jobs 9391, 9396, and 9397

Dear Ms. Paulus:

Enclosed for filing are Claims on Performance Bonds on jobs 9391, 9396, and 9397.

Thank you for your assistance.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM/lm

encl.

cc: Gresham Paving, Inc.
Hansen Electric, Inc.
State Highway Division

CERTIFIED
P22
MAIL

RECEIVED
AUG 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION
by and through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS OF OREGON, INC., an Oregon corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems of Oregon, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals and Control Systems of Oregon, Inc., by and through its officer and employee, Gordon O. Dale; said claim being in the sum of $16,185.00 against the bond taken from GRESHAM PAVING, INC., an Oregon corporation, 4540 S.E. 174th, Portland, Oregon 97236 and the surety thereon being Fireman's Fund Insurance Company by way of performance bond No. 6373878 for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on the Clackamas Highway at Harrison St. and 32nd Avenue, Milwaukie, Oregon project, and in reference to Oregon Highway Job No. 9396. Said equipment and labor was provided by claimant to Hansen Electric Co., 1127 South Broadway, Coos Bay, Oregon 97420, who was a subcontractor to Gresham Paving, Inc.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 270.528.

DATED this 30th day of July, 1982.

SIGNALS & CONTROL SYSTEMS OF OREGON

By: C. Mc Kechen

CERTIFIED TRUE COPY
By

RECEIVED
[illegible]

QUAD

INVOICE NO.

J#0025

INVOICE

Contract # ~~[illegible]~~
9396

SIGNALS & CONTROL SYSTEMS OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

SOLD TO
HANSEN ELECTRIC
P.O. BOX 1228
COOS BAY, OREGON 97420

SHIP TO
SIGNALS & CONTROL SYSTEMS O
OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B.	DATE
0598-18981	DALE	4- 26-82	NET 30	[illegible]	SALEM	4-28-82

9		C30ABT2B2P	3 SECTION COMBINATION SIGNAL HEADS	1,606.00

RECEIVED
[illegible]

invoice

[illegible]

QUAD

INVOICE

INVOICE NO
J//0025

Contract #- FAU 971

SIGNALS & CONTROL SYSTEMS OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

SOLD TO
HANSEN ELECTRIC
P.O. BOX 1228
COOS BAY, OREGON 97420

SHIP TO
SIGNALS & CONTROL SYSTEMS OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B.	DATE
0598-18981	DALE	5-4-82	NET 30	SURFACE	SALEM	5-10-82

6		P/N 7037-13 INCAND. PED HEADS			1,332.0

RECEIVED
[illegible]

QUAD

INVOICE

INVOICE NO.

Sch# J#0025

Hwy Contract
FAU 9714

SIGNALS & CONTROL SYSTEMS OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

SOLD TO

HANSEN ELECTRIC
P.O. BOX 1228
COOS BAY, OR. 97420

SHIP TO

SIGNALS & CONTR.SYS.OF OR.
1935 DAVCOR S.E.
SALEM, OREGON 97302

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B.	DATE
0598-18981	DALE	5-24-82	NET 30	SURFACE	SALEM	5-26-82

2		170 W/332 CABINETS			
1	lot	MOUNTING HARDWARE			
3		ILL. SIGNS			
					13,247.00

RECEIVED
[illegible]

9396 CL-82149

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 05 1982
NORMA PAULUS
SECRETARY OF STATE

August 4, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9396

Contractors Flagging, Inc.
1915 S.W. 16th
West Linn, OR 97068

Attention: Linda R. Workman, President

RECEIVED
05 19
NORMA PAULUS

Dear Ms. Workman:

This will acknowledge receipt of your Notice of Claim dated July 21, 1982, against Gresham Paving, Inc. for labor and retention used in the amount of $1,125.30 on Contract No. 9396.

The claim states this is in reference to the Gresham Paving, Inc. Contract No. 9396 for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County.

The Fireman's Fund Insurance Company furnished the bond on this contract. We will advise the surety, agent and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

IED
8-24-82. dmc

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16273
Portland, OR 97216

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CONTRACTORS FLAGGING, INC.

NOTICE OF BOND CLAIM
(Pursuant to ORS Chapter 279)

The undersigned submits the following claim against bond of contractor:

To: Mr. Bob Gormsen
State of Oregon
Transportation Bldg. Rm. 121
Salem, Oregon 97310

Re:	Gresham Paving, Inc. 4540 S. E. 174th Ave. Portland, Oregon 97236	Project:	Clackamas Hwy.-32nd Ave. Milwaukie, Oregon Contract #9396

Notice is hereby given that the undersigned, Contractors Flagging Service, Inc. has a claim for labor and retention used in the above improvement in the sum of $1,125.30 against the bond taken from Gresham Paving, Inc. for the work on the above referred to project.

Contractors Flagging Service, Inc.

By: Linda R. Workman
Linda R. Workman, president

Date: 7/21/82

RETURN RECEIPT REQUESTED

CERTIFIED
P 220 071 782
MAIL

RECEIVED
[illegible]
COMMISSION
[illegible]

1915 SW 16th/West Linn, Or. 97068/503/657-7138

9396

CL-82-148

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 05 1982
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
05
[illegible] PAULUS

August 4, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9396

Cantel Incorporated
P. O. Box 68506
Oak Grove, OR 97268

Gentlemen or Ladies:

This will acknowledge receipt of your Notice of Claim dated July 13, 1982, for rental of barricades and traffic safety signs rented to Gresham Paving Company in the amount of $840.01.

The claim states this is in reference to the Gresham Paving, Inc., Contract No. 9396 for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County.

The Fireman's Fund Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

NOTED ON CARD
8-24-82 dmc

Robert W. Jormsen

Robert W. Jormsen
COMMISSION SERVICES

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CANTEL INCORPORATED Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

Contract # 9396

NOTICE OF CLAIM

TO: Oregon State Highway
3700 S.E. 92nd
Portland, Oregon 97266

ATTN: Jim McNamee

Notice is hereby given that the undersigned, Cantel Incorporated, has a claim for rental of barricades and traffic safety signs rented to Gresham Paving Company, 4540 S.E. 174th Ave., Portland, Oregon 97236, in the sum of $840.01.
These items were used by Gresham Paving for work being done on S.E. 32nd & Harrison in Milwaukie, Oregon. This project was being done for the Oregon State Highway.
Please acknowledge receipt of this claim and your action to be taken.

DATED THIS 13th DAY OF July, 1982.

CANTEL, INCORPORATED

By: Raymond J Kahl
P. O. Box 68506
Oak Grove, Oregon 97268

R [illegible]

9396 CL-82 152

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 30, 1982

FILED
AUG 03 [illegible]
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9391
#9396
#9397✓

Rossi & Borneman
P. O. Box 480
Coos Bay, OR 97420

Attention: Gary D. Rossi

Gentlemen:

This will acknowledge receipt of your letter of July 22, 1982 with attached Notice of Claims from Hansen Electric Company, subcontractor, for labor and material on the following Gresham Paving, Inc. contracts:

Contract No. 9391 for work on S.E. Harmony Road at
S.E. Price Fuller Road in Clackamas County.
Amount owing: $28,902.85 plus interest.

Contract No. 9396 for work on Clackamas Highway-32nd
Avenue (Milwaukie) Section of FAU 9714 in Clackamas
County. Amount owing: $46,806.35 plus interest.

Contract No. 9397 for work on Oatfield Road at S.E.
Thiessen Road on FAU 9665 in Clackamas County.
Amount owing: $18,071.93 plus interest.

As you know, Fireman's Fund Insurance Company furnished the bonds on these contracts. We will advise them and the prime contractor of the receipt of these filings.

Please advise this office when your client's claims have been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert Gormsen

'F'
8-24-82 dmc

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js
cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

bc: Secretary of State - The attorney has filed the attached claims directly with you. Please advise of the filing dates and numbers on the enclosed copy of this letter.

ROSSI & BORNEMAN
Attorneys and Counselors at Law
P.O. Box 480
345 N. Fifth Street
Coos Bay, Oregon 97420

(503) 269-7124

Gary D. Rossi
Nancy A. Borneman

July 22, 1982

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Clerk or Auditor
Oregon State Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: OSHD 9391, 9396 and 9397, Gresham Paving Inc./Hansen Electric Co.

Enclosed herewith for filing please find the 3 Notices of Claims of Hansen Electric on the above referenced jobs.

Very truly yours,

Gary D. Rossi

Gary D. Rossi

GDR/pat
cc: Gresham Paving, Inc.
Fireman's Fund
Secretary of State
Hansen Electric

RECEIVED
JUL [illegible]
COMM[illegible]
DEPARTMENT OF [illegible]

RECEIVED
JUL 23 1982
HIGHWAY ACCOUNTING

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9391 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 28,902.85, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

NOTICE OF CLAIM

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9396 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 46,806.35, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9397 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 18,071.93, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

NOTICE OF CLAIM

9396

July 30, 1982

Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

CON 5
#9396

Attention: B. Michael Bowen

Gentlemen:

We have received a copy of your letter dated July 22, 1982, addressed to James McNamee in Portland concerning Contract No. 9396 awarded to Gresham Paving, Inc., for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County.

As requested in your letter, we will make no further payment to Gresham Paving, Inc., on the above contract without the written consent of Fireman's Fund Insurance Company.

Please address further correspondence concerning the above to my attention at 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: Gresham Paving, Inc.
4540 S.E. 174th St.
Portland, OR 97236

bc: C. T. Keasey
Ed Hardt
James McNamee
Robert Church
Jan Peterson
Jack Sollis

FIREMAN'S FUND
INSURANCE COMPANIES

Portland Branch Office
121 S.W. Salmon Street, Suite 900
P.O. Box 3825
Portland, Oregon 97208
Telephone (503) 226-3761

JAMES A. ABBOTT CPCU
Resident Vice President

July 22, 1982

RECEIVED
JUL 28 1982
LEGAL

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
3700 S.E. 92nd Avenue
Portland, Oregon 97266
Attention: James McNamee

NOTED
JACK L. SOLLIS

Our Principal:	Gresham Paving, Inc.
Obligee:	State of Oregon
Contract Id:	93-96-32nd & Clackamas
Bond Id:	SC 637 38 75

Dear Mr. McNamee:

Fireman's Fund as Surety having executed its bond on the above captioned contract, hereby directs you to make no further payment to Gresham Paving, Inc. on said contract without the express written consent of said Fireman's Fund Insurance Company.

This direction is given in accordance with the terms and provisions contained in and existing Indemnity Agreement between Gresham Paving, Inc. and Fireman's Fund Insurance Company.

Very truly yours,

ATTENTION: Jack
FROM: BOB GORMSEN
COMMENTS: can we do this without written ok from contractor?
fran

Form 731-0022 (8-81) SP*86790-734

yes - as long as contractor notified and I think they have been

(JLS)
7-28

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
JUL 2 3 1982
Noted ☐☐☐☐☐☐ ✓

XC - Region 1
Contract Payments
Construction
Commission Services
Accounting

Subsidiaries of

FIREMAN'S FUND
INSURANCE COMPANIES

Portland Branch Office
121 S.W. Salmon Street, Suite 900
P.O. Box 3825
Portland, Oregon 97208
Telephone (503) 226-3761

JAMES A. ABBOTT CPCU
Resident Vice President

RECEIVED
JUL 28 1982
LEGAL

July 22, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
3700 S.E. 92nd Avenue
Portland, Oregon 97266
Attention: James McNamee

NOTED
JACK L. SOLLIS

Our Principal:	Gresham Paving, Inc.
Obligee:	State of Oregon
Contract Id:	93-96-32nd & Clackamas
Bond Id:	SC 637 38 75

Dear Mr. McNamee:

Fireman's Fund as Surety having executed its bond on the above captioned contract, hereby directs you to make no further payment to Gresham Paving, Inc. on said contract without the express written consent of said Fireman's Fund Insurance Company.

This direction is given in accordance with the terms and provisions contained in and existing Indemnity Agreement between Gresham Paving, Inc. and Fireman's Fund Insurance Company.

Very truly yours,

B. Michael Bowen

B. Michael Bowen
F & S Specialist
FIREMAN'S FUND INSURANCE COMPANY

B-4/L-4

yes - as long as contractor notified and I think they have been.
JCS
7-28-82

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
JUL 23 1982
Noted ☐☐☐☐☐☐

xc - Region 1
Contract Payments
Construction
Commission Services
Accounting

Subsidiaries of

9396

7-20-82

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9714(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90048

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/6/82

8. FEDERAL ROUTE NUMBER FAU 9714

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Clackamas Highway - 32nd Avenue (Milwaukie) Section

11. GENERAL DESCRIPTION OF WORK
Install signal interconnect

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 7/6/82 as requested in Mr. Keasey's letter of 7/15/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $3,000 Federal Funds $2,550.

RECEIVED
STATE HWY ENGR
JUL 22 '82
REFER TO Moehring
FOR
Info Inves R/D D R Sign Act File

Orig to
7-22-82

14. DATE 7/20/82

15. SIGNATURE OF APPROVING OFFICIAL EJ Valach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

939 CL-82-136

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9391
#9396

Tualatin Valley Concrete Company
13545 S.W. Hall Boulevard
Tigard, OR 97223

FILED
JUL 21 '82
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letter received in our office on July 7, 1982, with attached invoices stating that Gresham Paving, Inc., owes you for labor and material on the following contracts:

1) Contract No. 9391 for work on S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County. Amount owed: $400.

2) Contract No. 9396 for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section of Harrison Street in Clackamas County. Amount owed: $16,241.

The Fireman's Fund Insurance Company through Boyd and Company furnished the bonds on these contracts. We will advise the surety, agent, and prime contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

Sincerely,

Robert W. Gormsen

8-24-82 dmc

Robert W. Gormsen
COMMISSION SERVICES

cc: Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

bc: Secretary of State - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

Dear Sirs

As per telephone call made to Salem to Com. Serv. I would like to file a claim against Gresham Paving Inc. located at 4540 S.E. 174th Gresham Ore. 97236 for the amount of 16,241 on Contract #9396 & $400 on Contract? (Harmony & Price fuller Rd).

Contract 9396 is for Mat'l & Labor furnished by a contract with Tualatin Valley Conc. Co. Billed on 5/21/82.

Harmony & Price fuller job is for the adjusting a catch Basin on Harmony Rd which was on a force acc.

We Received a total of $3519.00 on or about 5-21-82 on contract 9396. We havn't Received any payment on that acc. since. Harmony & Price fuller we were paid in full except the $400.00 in question.

When asked about pmt. on 7-7-82 we were lead to beleive they havn't got the money for the jobs until we told them we had Confirmed pmt for the Conc. Items in question at that point we were told we would have to wait for pmt. until we talked to the owner, as he was having someone come in to straighten out his financial problems, (I guess)

We did the work asked of us on the Contract & hope in Satisfactory condition. We only ask that we get paid in the same manner.

Enclosed is a copy of the Billings and a copy of the ledger sheet we keep on Gresham paving.

I hope we can clear this up soon. Thankyou for your time.

Tualatin Valley Conc. Co.
Ronald Calcagno Pres

RECEIVED
JUL 7 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TUALATIN VALLEY CONCRETE
13545 S.W. Hall Blvd.
TIGARD, OREGON 97223

Phone 639-2564

DATE	5/21/82
NUMBER	002

Gresham Paving
4540 SE 174
Gresham Ore

TERMS:

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

16241.45

DATE	CHARGES AND CREDITS	BALANCE	
	BALANCE FORWARD		
	4" Conc. 563.30 □yd	6286	.43
	6" Conc. 153.7 □yd	2144	.12
	Curb 1548 LF	6733	.80
	2 CB adj	100	–
	65' PVC Pipe Installed	65	–
	10hr Labor Back charge to State	200	–
	1 G1 CB	290	–
	Over Run Conc	422	10
	Total this Billing	16,241	45

Thank You

PAY LAST AMOUNT IN THIS COLUMN

TUALATIN VALLEY CONCRETE

RECEIVED
JUL 7 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NAME Gresham Paving Inc ACCOUNT NO.

ADDRESS 4540 SE 174 Port. Ore. 97236 SHEET NO.

DATE		ITEMS	Folio	✓	DEBITS	✓	CREDITS	DR OR CR.	BALANCE
10/14	81	Towle Rd contract# 9397			4130 70				
12/3	81	State Hyway Springbrook Rd + cat walk			985 –				5115 70
1-26	82	Recieved Check# 5162 1-26-82 Bounced					2500		~~2611070~~
3-3	82	Sent Statement Curb Ramp			360 –				5475 70
3-3	82	Traded Bounced Check for Cashers Check					2500 –		2975 70
3-11	82	Billed for CB at Harmony Price Fuller Rd			400 –				3375 70
4 19	82	Recieved Check # 5516					1200		2175 70
~~5 21~~	~~82~~	~~32 + Harrison~~ Void							
52		Billed 32nd Harison			3519 76				5695 46
		Recieved					3519 76		2175 70
5/21	82	Billed			16241 45				18417 15 ~~19761 24~~
6/15	82	Recieved Check # 117					2105 70		16311 45

No. 19-7662 (R-1/w J) • Vernon McMillan, Inc., Elizabeth, N.J. 07208

RECEIVED
JUL 7 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9346.

L.

NOTICE OF CLAIM

To: Norma Paulus, Secretary of State, State of Oregon, and
Department of Transportation, State of Oregon

Notice hereby is given that the undersigned Boyd & Co. Insurance has a claim for premium for performance bond in the sum of $903.00 against the bond of Gresham Paving Co., 4540 S. E. 174th Street, Portland, Oregon 97236 for the work of road improvement on Clackamas Highway, contract number 9396, Invoice No. 64815 attached.

DATED this 30th day of June, 1982.

Boyd & Co. Insurance

by ______________________

State of Oregon)
ss
County of Multnomah)

I, Ted R. Boyd, being first duly sworn, depose and say that I am the President of claimant corporation named in the foregoing notice of claim and know the contents thereof to be correct and true, as I verily believe.

Ted R. Boyd

SUBSCRIBED AND SWORN before me this 30th day of June, 1982.

Mildred L. Johnson
Notary Public for Oregon
My commission expires: 1/16/83

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.
file only per
Sallis

INVOICE NUMBER
№ 64815

PLEASE RETURN
THIS PORTION WITH
YOUR PAYMENT

PHONE 256-1121
Insurance
[illegible] S.E. WASHINGTON
PORTLAND, OREGON 97216

PERSONALIZED SERVICE

ACCTG MONTH: 11
TYPIST: mj

Gresham Paving Co.
4540 SE 174th
Portland, Oregon97236

AGENCY NUMBER: 03-0899

CUSTOMER NO.: GRE 855
INSURED'S NAME IF DIFFERENT FROM CUSTOMER FILE:
DATE: 11/25/81

PROD/BRKR CODES: NO. 1: 01 NO. 2:

SPECIAL CODES: NO. 1: NO. 2: NO. 3:

POLICY NUMBER	EFFECTIVE DATE MO. - DAY - YR.	RENEWAL DATE MO. - DAY - YR.	INVOICE NUMBER
Bond SCR 637 38 75	11/16/81	11/16/82	№ 64815

COMMISSION RATES AGENCY	PRO/BKR 1	PRO/BKR 2	BUSINESS CODE	TRAN	COMPANY CODE	DESCRIPTION OF COVERAGE	PREMIUM
30			85	1	21	Performance Bond - Clackamas Hwy	$903.00

BALANCE:

PREMIUMS ARE DUE ON
EFFECTIVE DATE OF POLICY

PRINTED IN U.S.A.

REPLY

-9 (M/F)

CUSTOMER FILE COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9396 CL-82-123

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 02 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

RECEIVED
JUL 02 1982
NORMA PAULUS
SECRETARY OF STATE
CON #939

June 30, 1982

Riedel International, Inc.
dba Western-Pacific Construction Materials Co.
3510 S.W. Bond Avenue
Portland, OR 97201

Attention: Bill Roth, Business Manager

Gentlemen:

This will acknowledge your letter of June 11, 1982, stating that you have a claim for delivery and sale of materials in the amount of $30,930.29 against Gresham Paving, Inc.

The claim indicates this is in reference to the Gresham Paving, Inc., Contract No. 9396 for work on the Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County.

The Fireman's Fund Insurance Company through Boyd and Company Insurance furnished the bond on this contract. We will advise them and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Gresham Paving, Inc.
4540 S.E. 174th Street
Portland, OR 97236

9/16/82

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

"Imagineering a better world"

ESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201
(503) 222-4210

NOTICE OF BOND CLAIM
(Pursuant to ORS Chapter 279)

The undersigned submits the following claim against bond of contractor

To: Mr. Bob Gormsen
State of Oregon
Transportation Bldg. Rm. 121
Salem, Oregon 97310

Re: Gresham Paving, Inc.
4540 S.E. 174th
Portland, Oregon 97236
Contract NR: 9396
Job Name: Clackamas Hwy. - 32nd Avenue

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western-Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $30,930.29 against the bond taken from Gresham Paving, Inc. for work in Clackamas Hwy. - 32nd Ave., Milwaukie, Oregon.

Riedel International, Inc.
(Western-Pacific Construction Materials Co., a division)

By Bill Roth
Bill Roth, Business Manager

Date 6-11-82

CERTIFIED
P08 4400868
MAIL

9396 5-7-82 L.

NOTICE OF THE RIGHT TO LIEN

WARNING: READ THIS NOTICE. PROTECT YOURSELF FROM PAYING ANY CONTRACTOR OR SUPPLIER TWICE FOR THE SAME SERVICE.

TO: State of Oregon Highway Department
Att: Jim McNamee, Project Mgr.
3700 S. E. 92 Avenue

Portland, Ore. 97266

This is to inform you that Western Pacific Construction Materials Co.

has begun to provide asphalt ordered by Gresham Paving

for use on, or to be used in, the construction, alteration or repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract purchaser or lease holder. The property is located at:

S. E. Harrison Street from 29 Avenue to 32 Avenue
in Milwaukie
in Sec. 36, Twp. 1 S., Rge. 1 E. W.M.
(State Contract # 9396)

County of Clackamas State of Oregon

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws.

It is NO REFLECTION ON THE INTEGRITY OR CREDIT STANDING OF EITHER YOURSELF OR YOUR CONTRACTOR.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your property may still be subject to a lien unless the supplier providing this notice is in fact paid.

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

IMPORTANT INFORMATION FOR YOUR PROTECTION

Under the law, those who work on your property or provide materials and are not paid have a right to enforce their claim for payment against your property. This claim is known as a construction lien.

If your contractor fails to pay subcontractors, material suppliers or laborers or neglects to make other legally required payments, the people who are owed money can look to your property for payment, **even if you have paid your contractor in full.**

The law states that all people hired by a contractor to provide you with materials, labor or services must give you a notice of the right to lien to let you know what they have provided.

WAYS TO PROTECT YOURSELF ARE:

—RECOGNIZE that this notice of delivery of materials, labor or services may result in a lien against your property unless all those supplying a notice of the right to lien have been paid.

—LEARN more about the lien laws and the meaning of this notice by contacting the Builders Board, an attorney or the firm sending this notice.

—WHEN PAYING your contractor for materials, labor or services, you may make checks payable jointly to the contractor and the firm furnishing materials, labor or services for which you have received a notice of the right to lien.

—GET EVIDENCE that all firms from whom you have received a notice of the right to lien have been paid or have waived the right to claim a lien against your property

—CONSULT an attorney, a professional escrow company or your mortgage lender.

If you have any questions concerning this notice, please feel free to contact us for any information which you may require.

This notice has been sent to you by: Capital Building Dealers Service Co.
P.O. Box 13545 • Portland, Oregon 97213
Telephone: 282-4558

R. Lundquist
AGENT

Job # 1930 Mailed On May 7 19 82 Certified # 849392

xc - Contract Payments
Region 1

C.B.D.S.C.
P.O. Box 13545
Portland, Oregon 97213

CERTIFIED

849392

PORTLAND MAY-7'82 OREG.
PB METER 993081
U.S.POSTAGE 1.55

This is to inform you that [illegible]

has begun to provide asphalt ordered by Gresham Paving

for use on, or to be used in, the construction, alteration or repair of the improvement now occupying or being erected upon the property described as follows, of which you are the owner or reputed owner, contract purchaser or lease holder. The property is located at:

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in Sec. 36, Twp. 1 S., Rge. 1 E. W.M.
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Capital Building Dealers Service Co.
P.O. Box 13545 • Portland, Oregon 97213
Telephone: 282-4558

R. Lundquist
AGENT

Job # 1930 Mailed On May 7 19 82 Certified # 849392

xc - Contract Payments
Region

C.B.D.S.C.
P.O. Box 13545
Portland, Oregon 97213

CERTIFIED
849392

RETURN RECEIPT REQUESTED

PORTLAND OREG. MAY -7 '82
U.S. POSTAGE ≈1.55
PB METER 993081

RECEIVED
MAY 1 [illegible]
[illegible]
DEPARTMENT OF TRANSPORTATION

No response nec.

Address Correction Requested

9396

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

February 17, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90048
Project No. IX-9714(3)
Clackamas Hwy.-S.E. 32nd (Milwaukie)
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated February 2, 1982.

Approval of this request will involve an increase of $4,250.00 in total cost and Federal obligation of $3,612.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%
Present	$32,270.00	$27,429.00	85.0
Previous	28,020.00	23,817.00	
Difference	$ 4,250.00	$ 3,612.00	

RHZ:bkc
Attachment

cc: F.E. Terpin
Earl Mershon (Metro)
Jon Rose (Metro)
Gary Zehner (w/att.)
General Files

Form 734-3122

9396

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-233	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2/9/82	State County Oregon Project Clackamas IX-9714(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Clackamas Hwy.-32nd Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	9-23-81	0.00

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 85%
$ 195,000.00	$ 165,750.00 Code 772

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Asst. State Hwy. Engineer
(Title)
XXX By For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator FEB 9 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 14, 1981

Federal Aid Project
No. IX-9714(6)

Clackamas Hwy.-32nd Ave. (Milwaukie) Section
City Street (Milwaukie)
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "H" 88+86 to Sta. "H" 93+00 and Sta. "H" 97+40 to Sta. "H" 102+85)

Mobilization		All Required	$ 1,500.00
Temporary Protection and Direction of Traffic		All Required	3,000.00
Temporary Signs	179 Sq. Ft.	8.50	1,521.50
Temporary Barricades	8 Each	85.00	680.00
Flagmen	200 Hour	22.00	4,400.00
Clearing and Grubbing		All Required	2,200.00
Removal of Structures and Obstructions		All Required	1,100.00
General Excavation	465 Cu. Yd.	7.31	3,399.15
Trench Excavation	60 Cu. Yd.	11.00	660.00
Treated Base Mixture	450 Ton	14.28	6,426.00
Cement in Treated Base Mixture	25 Ton	82.00	2,050.00
Class "B" Asphalt Concrete	1,250 Ton	32.07	40,087.50
10-inch Sewer Pipe	222 Lin. Ft.	10.80	2,397.60
Extra for Pipe Under Pavement	156 Lin. Ft.	26.00	4,056.00
Concrete Inlets, Type G-1	10 Each	325.00	3,250.00
Concrete Walks	525 Sq. Yd.	12.16	6,384.00
Concrete Driveways	90 Sq. Yd.	16.00	1,440.00
Concrete Curbs	1,400 Lin. Ft.	4.25	5,950.00
Extra for Asphalt Approaches	4 Each	225.00	900.00
Adjusting Manholes	7 Each	150.00	1,050.00
Adjusting Inlets	2 Each	165.00	330.00
Removal of Existing Sign Installations		All Required	670.00
Wood Sign Posts		All Required	780.00
Type "C" and "D" Signs in Place	50 Sq. Ft.	9.00	450.00
Move and Reinstall Existing Signs		All Required	1,900.00
			$ 96,581.75

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,800.00
	SUBTOTAL	$ 99,381.75
	Engineering	13,618.25
	TOTAL	$113,000.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$ 54,000.00

Anticipated Items

State Furnished Software	All Required	$ 1,000.00
Signal Controller Testing	All Required	2,500.00
Signal Turn-on	All Required	1,500.00
		$ 5,000.00
	SUBTOTAL	$ 59,000.00
	Engineering	8,000.00
	TOTAL	$ 67,000.00

Length of Project ------------- 0.0 mi.

Retain in Program

City of Milwaukie (Water)	All Required	$ 3,000.00
Signal Interconnect	All Required	3,000.00

SUMMARY OF FUNDS (85.0%)

Description	Total Cost	Federal Funds	City Funds
Channelization	$113,000.00	$ 96,050.00	$16,950.00
Traffic Signals	67,000.00	56,950.00	10,050.00
SUBTOTAL	$180,000.00	$153,000.00	$27,000.00
Reserve	15,000.00	12,750.00	2,250.00
TOTAL	$195,000.00	$165,750.00	$29,250.00

Group 1 - 97%; Group 8 - 3%
Contract No. 9396
Prefix: 303-1906
Prefix: 303-1035

9396

(MEMORANDUM)

303-1906

FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-28-82

STA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 2/8/79 TO 9/23/81

FEDERAL AID PROJECT NO. IX-9714(3)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	$15,175.61	$15,139.30	85.00%	$12,868.41	$12,868.41	$ 0.00
772	16,068.56	16,068.56	85.00%	13,658.28	13,658.28	0.00
	$31,244.17	$31,207.86	85.00%	$26,526.69	$26,526.69	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED OR PAYMENT	
BY	DATE	BY	DATE 1/28/82	BY V.E. Skoog, Controller	DATE

REMARKS Oregon

PE CLACK HWY. - SE. 3RND AVE.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Clackamas Highway@S.E. 3rd Ave. (Milwaukie) Section City Street in Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$31,207.86	
	Total Particpating P.E.				$31,207.86	
	Nonparticipating Cost					
	P.E. State	All	Required		36.31	
	Total Preliminary Engineering				$31,244.17	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/4/82.					
	AMOUNT CARRIED FORWARD					

```
      303     1904      920      00 P 1                                       2,803.93          21,539.12
      303     1904      923      00 P 1                                                            202.64
      303     1904      923      00 N 1                                                         87,638.33
                        TOT      P1                            133.51        11,459.76           1,358.49
                        TOT      N1                                              54.50
                     ** JOB TOTALS **                          133.51  **    11,514.26   **     88,996.82  **

                                                                                                          STATE
CLACK HWY-32ND AVE (MILWAUKIE CONT NO    * FA PROJ NOS XI  714003 100 X10 714003               1,100.00
      303     1906      295      00 N 9 Tr. City                                                27,626.69CR
      303     1906      296      00 N 9 "  St  2,709.69CR        15,221.69CR           26,526.69
      303     1906      298      00 N 9 "  Fed 2,709.69          15,221.69                114.61
      303     1906      901      OC P 1 Proj. Mgr.               10,585.46CR           10,700.07
      303     1906      901      00 P 2  "   "                   10,700.07                 28.80
      303     1906      901      00 N 1  "   "     28.80             28.80                356.03
      303     1906      905      00 P 1 Final Design              2,636.19CR            2,992.22
      303     1906      905      00 P 2  "   "                    2,992.22              1,865.57
      303     1906      909      00 P 1 R/w Descr.                2,376.27CR            2,376.27
      303     1906      909      00 P 2  "   "                    2,376.27                508.28
      303     1906      910      00 P 1 Reg. Geol.                                      6,722.20
      303     1906      911      00 P 1 Tr. Sec.                    814.89                605.34
      303     1906      913      00 P 1 R/w Liais.                                      1,098.37
      303     1906      914      00 P 1 Reg. Ut. Liais.             518.49                243.30
      303     1906      920      00 P 1 Prog. Sec.                  228.95              1,561.09
      303     1906      921      00 P 1 Specs                       839.55                 36.31
      303     1906      921      00 N 1  "                           36.31                 10.23
      303     1906      922      00 P 1 Adm. Serv.                                      1,599.56
      303     1906      923      00 P 1 Env. Sec.                                         454.72
      303     1906      924      00 P 1 Planning

                                                                     FEBRUARY 1982        PAGE  579
TOTAL TO DATE JOB COST SUMMARY
                                                                         FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION  GP  CURRENT MONTH    YEAR TO DATE       TO DATE

                                                                           13,196.04CR        15,139.30
                                                   TOT      P1             16,068.56          16,068.56
                                                   TOT      P2                 65.11              65.11
                                                   TOT      N1     28.80
                                                ** JOB TOTALS **   28.80  **  2,937.63  **    31,272.97  **
                                                                                                          STATE
   WEBSTER RD-SWANSON LP           CONT NO     * FA PROJ NOS XI  659004 100                      11.39CR
                                     303   1907      296      00 N 9                              11.39
                                     303   1907      298      00 N 9                              13.40
                                     303   1907      920      00 P 1                              13.40
                                                     TOT      P1                                  13.40
                                                  ** JOB TOTALS **           **           **      13.40  **
                                                                                                          STATE
   SPTC X'ING @ 17TH-ORE CITY      CONT NO       FA PROJ NOS RRP 00S021 100
                                     303   1909      296      00 N 9   253.95CR     253.95CR      253.95CR
                                     303   1909      298      00 N 9   253.95       253.95        253.95
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

04/01/82

PREFIX	GRP	FED AID PROJ FL APF	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
302-1960	1	PMS -000S-093 APPR-140	700.00	78.68	78.68	100.00	78.68	78.68		
303-1901	1	XI -9665-003 APPR-823	3,970.41	105.79	105.79	85.00	89.92	89.92		
303-1902	1#	XI -9653-002 APPR-823	3,970.41	4,687.72	4,671.07	85.00	3,970.41	3,970.41		
303-1903	1	XI -9659-003 APPR-823	10,700.00	14,765.16	14,606.83	85.00	12,415.81	10,700.00	1,715.81 B	
	2	XI0 -9659-003 APPR-772	22,275.00	26,205.89	26,205.89	85.00	22,275.01	22,275.00	.01 B	
303-1903		PREFIX TOTALS	32,975.00	40,971.05	40,812.72		34,690.82	32,975.00	1,715.82	
303-1904	1	M -9718-001 APPR-W36	54,054.00	91,121.53	89,763.04	85.80	77,016.69	54,054.00	22,962.69 B	
303-1906	1*	XI -9714-003 APPR-823	12,868.41	15,204.41	15,139.30	85.00	12,868.41	12,868.41		
	2	XI0 -9714-003 APPR-772	13,658.28	16,068.56	16,068.56	85.00	13,658.28	13,658.28		
303-1906		PREFIX TOTALS	26,526.69	31,272.97	31,207.86		26,526.69	26,526.69		
303-1907	1	XI -9659-004 APPR-823	880.00	13.40	13.40	85.00	11.39	11.39		
303-1909	1	RRP -000S-021 APPR-139	1,800.00	335.01	335.01	90.00	301.51	301.51		
303-1910	1	XI -9647-002 APPR-823	1,700.00	42.82	42.82	85.00	36.40	36.40		
303-1911	1	XI -9714-002 APPR-823	4,675.00	81.22	81.22	85.00	69.04	69.04		
303-1912	1	XI -9665-007 APPR-823	14,000.00	11,912.28	11,804.76	85.00	10,034.05	10,034.05		
303-1913	1	XI -9659-005 APPR-823	6,455.00	10,691.66	10,678.69	85.00	9,076.89	6,455.00	2,621.89 B	
	2	XI0 -9659-005 APPR-772	17,850.00	21,000.00	21,000.00	85.00	17,850.00	17,850.00		
303-1913		PREFIX TOTALS	24,305.00	31,691.66	31,678.69		26,926.89	24,305.00	2,621.89	
303-1914	1	RRS -9714-004 APPR-138	1,800.00	293.42	293.42	90.00	264.08	264.08		
303-1915	1	RRS -9521-001 APPR-138	1,800.00	224.06	224.06	90.00	201.65	201.65		
303-1916	1	BROS-0303-001 APPR-117	13,600.00	7,445.19	7,445.19	80.00	5,956.15	5,956.15		
303-1917	1	RRP -9700-001 APPR-139	1,800.00	803.75	803.75	90.00	723.38	723.38		
303-1918	1	PMS -000S-105 APPR-140	450.00	91.29	91.29	100.00	91.29	91.29		
303-1919	1	M -9473-002 APPR-W36	83,394.00	102,906.05	102,781.58	85.80	88,186.60	83,394.00	4,792.60 B	
303-1933	1#	M -9671-001 APPR-W36	65,428.05	76,352.41	76,256.47	85.80	65,428.05	65,428.05		
303-1936	1	RRS -9761-001 APPR-138	675.00	122.45	122.45	90.00	110.21	110.21		

9396

October 23, 1981

Steven M. Hall, P.E. ACC
Public Works Director
City of Milwaukie
10722 S.E. Main Street
Milwaukie, Oregon 97222

Dear Mr. Hall:

On October 22, 1981 we received a satisfactory bid from Gresham Paving, Inc., 4640 S.E. 174th, Portland, Oregon 97236, for Clackamas Highway-32nd Avenue Section of Harrison Street in Milwaukie. We anticipate the financial sharing of project costs will be:

CONSTRUCTION COST

Contractor's Bid		$150,581.75
Anticipated Additional Items:		
Permanent Pavement Striping	$2,800.00	
State Furnished Software	1,000.00	
Signal Controller Testing (Engineering)	2,500.00	
City of Milwaukie (Water)	3,000.00	
Signal Turn-on	1,500.00	
Signal Interconnect	3,000.00	$ 13,800.00
		$164,381.75
4 1/2% Contingencies		7,397.18
9% Engineering		14,794.36
ESTIMATED TOTAL CONSTRUCTION COST		$186,573.29
City Share of Construction (15%) =	$27,985.99	

PRELIMINARY ENGINEERING COST

Revised Estimated total PE Cost	$28,020.00	
City Share PE 15% ($28,020.00) =		$4,203.00
Less P.E. Adv. Depst. by City (Rec'd 1/16/79)		1,350.00
BALANCE DUE FOR CITY SHARE P.E.		$ 2,853.00

CITY ADVANCE DEPOSIT: $27,986 + $2,853 = $30,840 (rounded)

We will award the contract when we receive your advance deposit in the amount of $30,840, which should arrive not later than November 13, 1981.

On the attached sheet we have described three methods of advance deposit. Please use the method of your choice.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment
bcc w/AD # 978: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 978 when advance deposit is received.

9396 2.

HIGHWAY DIVISION - ODOT

FILE October 13, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 22, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 22, 1981 on the following projects:

1. S.E. King Road @ S.E. Price Fuller Road
   S.E. Portland, Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S.E. Harmony Road @ S.E. Price Fuller Road
   S.E. Harmony Road, Clackamas County
   Traffic Signals

   Same as No. 1.

3. Rogue Valley Highway @ Valley View Road
   Talent, Jackson County
   Traffic Signals

   Same as No. 1.

4. Old Highway 20 @ "A" Street
   Toledo Frontage Road Highway, Lincoln County
   Traffic Signals

   Same as No. 1.

5. Pacific Highway East @ Hayesville Drive N.E.
   Salem, Marion County
   Traffic Signals

   Same as No. 1.

6. Lantana Avenue-Witham Hill Drive
   N.W. Circle Blvd., Benton County
   Grading and Paving

   Five-foot sidewalks on each side of the street and a ten-foot independent bikeway on the south side of the street will be constructed.

7. Clackamas Highway-32nd Avenue (milwaukie)
   Harrison Street, Clackamas County
   Paving and Traffic Signals

   Turn lane construction. Two eleven- and two twelve-foot lanes with two-foot median. Five-foot sidewalks with ramps will be constructed to replace existing walk.

8. Oatfield Road @ S.E. Thiessen Road (Milwaukie)
   Oatfield Road, Clackamas County
   Grading and Paving

   Turn lane construction. Three lanes of variable width with two-foot median on both Oatfield and Thiessen. Five-foot sidewalks with ramps to be constructed on Thiessen and the east side of Oatfield. The existing six-foot bicycle path on the west side of Oatfield will not be disturbed.

9. Willow Creek Bridges
   Willow Creek Road, Malheur County
   Structures

   Twenty-four-foot aggregate roadway on approaches with twenty-three-and-one-half-foot roadway on structures.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

10. Abiqua Creek Bridge
    County Road A590, Marion County
    Structure

    Twelve-foot lanes with four-foot shoulders on approaches and structure.

    Same as No. 9.

11. Fariss Road-Powell Blvd. (Gresham)
    N.W. Eastman Avenue, Multnomah County
    Grading and Paving

    Four lane with fourteen-foot median with left-turn areas. Four-foot shoulder bikeways and six-foot sidewalks will be constructed.

12. N.W. Thurman Street-S.W. Columbia Street (Portland)
    City Streets, Multnomah County
    Traffic Signals

    Intersection improvement with minor street widening. Four-foot sidewalks will be constructed.

13. Portland South Waterfront Development
    S.W. Front Avenue and Montgomery Street, Multnomah County
    Grading, Paving and Signals

    Widening, intersection improvement and adjusting traffic patterns. Six-to-twelve-foot sidewalks being constructed.

14. W. Burnside Street @ S.W. Tichner Drive (Portland)
    W. Burnside Street, Multnomah County
    Grading and Paving

    Intersection improvement. Six-foot sidewalk to be constructed along the north side of S.W. Tichner Drive.

15. Denney Road - Hart Road (Beaverton)
    Hall Blvd., Washington County
    Grading and Paving

    Left-turn construction. Lanes eleven-to-twelve-foot wide with two-to-seven-foot shoulders.

    Same as No. 9.

16. Cancelled on this letting

RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

9396

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: ~~H. S.~~ Coulter
State Highway Engineer

DATE: October 5, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1243
Crossing No. C-764.3

Attached is a copy of Order No. 81-663 issued by the Public Utility Commissioner on September 29, 1981, relative to the above subject matter.

RDT/llr
Attachment

cc: E. S. Hunter
C. T. Keasey
R. L. Schroeder
E. L. Hardt (2)
M. Payne
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENGR
OCT 5'81
REFER TO
FOR
Info | Inv | Rec | D | Sett | Att | File

ORDER NO. 81-663

ENTERED 9-29-81

PUC CROSSING NO. C-764.3
DOT CROSSING NO. 759 756 B

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1243

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter the protection at an existing railroad-highway grade crossing of Harrison Street and Southern Pacific Transportation Company, Main Line, in Milwaukie, Clackamas County, Oregon by interconnecting the protective devices at the crossing with traffic signals to be installed at the adjacent intersection of Harrison and 32nd Avenue.)	ORDER

On May 6, 1981, the State of Oregon, by and through its Oregon Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Harrison Street, a street under the jurisdiction of the City of Milwaukie, and the main track and right-of-way of Southern Pacific Transportation Company, Main Line, in Milwaukie (at East Milwaukie), Clackamas County, Oregon.

Applicant proposed to interconnect the existing crossing protective devices at the Harrison Street crossing with traffic signals to be installed at the intersection of Harrison Street and 32nd Avenue. PUC staff raised several questions regarding the project. By letter dated September 4, 1981, applicant requested that its application be withdrawn. Applicant stated that further field review and calculations indicated that adequate storage space existed for eastbound traffic on Harrison Street between the crossing and the intersection and that a train preemption phase would not be needed in the traffic signal system.

No reasons exist for further consideration of this case. The application should be dismissed and the proceeding closed upon the docket.

IT IS THEREFORE ORDERED that the application of the State of Oregon, by and through its Oregon Department of Transportation, Highway Division be, and hereby is, dismissed and the proceeding closed upon the docket.

Made, entered, and effective 9/29/81.

JOHN J. LOBDELL
Public Utility Commissioner

wr/1477W

RECEIVED
OCT 2 1981
RR & UTILITY UNIT

9396

9-23-81

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9714(6)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90048

2A. COUNTY NAME Clackamas

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/23/81

8. FEDERAL ROUTE NUMBER FAU 9714

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Clackamas Highway - 32nd Avenue (Milwaukie) Section

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Permanent Pavement Striping S.F. $2,800
State Furnished Software $1,000
Signal Controller Testing $2,500
Signal Turn on $1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/23/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $235,400 Federal Funds $200,088.

A signed copy of the Title Sheet is returned herewith.

(The above authorization is within the obligated amount for the subject project)

RECEIVED
STATE HWY ENGR
OCT 8'81
REFER TO
FOR
Info | Invest | R.D. | D.R. | Sign | Act | File

14. DATE 9/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9396

Section Clackamas Hwy.-32 Ave. (Milwaukie) Programm Estimate $ 228,000

Highway FAU 9714 (Harrison St.) Project Length 0.26 mi.

County CLACKAMAS Completion Time 200 CD

Kind of Work Grading, Paving, Signals 9-16-81 Est. Comp. Date June 10, '82

Prefix 303 - 1906 Letting Date Oct. 22, '81 Project No. IX - 9714 (6)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 186,676 ^{00} ~~191,426 ^{00}~~

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	2,800
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished Software	1,000
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing (Engineering)	2,500
"OPTICOM" Testing (Engineering)	—
Bikeway Signs	
Adjust Utilities:	
City of Milwaukie (water.)	3,000
Signal Turn-on	1,500
Signal Interconnect	3,000

$ 13,800 ^{00}

Subtotal $ 200,476 ^{00} ~~205,226 ^{00}~~

Contingencies (4-1/2%) . . . . . 9,021 ^{42} ~~9,235 ^{17}~~

Engineering (~~8~~, $\boxed{9}$, ~~10~~%) . . . . . 18,042 ^{84} ~~18,470 ^{34}~~

~~Subtotal~~ $

Credit for ______________ . . . . . .

Estimated Net Authorization, Construction . . . . . $ ~~232,931 ^{51}~~

227,540 ^{26}

× 85%

$193,409

× 120%

$232,090

APPROVED

CC: Mershon
Rose

Rec'd.
9-16-81
&
OK

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
~~SUMMARY - BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 2
Date ~~June 18~~ Sep. 8, 1981

ection Clackamas Hwy. - 32nd Ave. (Milwaukie)
County CLACKAMAS
ind Of Work Grading, Paving, Signals
Length 0.26 mi.
Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(6%)	11,000-
2	Temporary Protection and Direction of Traffic		All	All	-	2,082-
3	Temporary Signs		Sq. Ft.	179	6-	1,074-
4	Temporary Barricades		Each	8	125-	1,000-
5	Flagmen		Hour	200	22.50	4,500
	ROADWORK					
6	Clearing and Grubbing		All	All	-	1,000-
7	Removal of Structures and Obstructions		All	All	-	6,000-
8	General Excavation		Cu. Yd.	465	6.00	2,790-
9	Trench Excavation		Cu. Yd.	60	8-	480-
10	Treated Base Mixture		Ton	450	12-	5,400-
11	Cement in Treated Base Mixture		Ton	25	81-	2,025-
12	Class "B" Asphalt Concrete		Ton	1,250	30-	37,500-
13	10-inch Sewer Pipe		Lin. Ft.	222	10-	2,220-
14	Extra for Pipe Under Pavement		Lin. Ft.	156	15-	2,340-
15	Concrete Inlets, Type G-1		Each	10	450-	4,500-
16	Concrete Walks		Sq. Yd.	525	14-	7,350-
17	Concrete Driveways		Sq. Yd.	90	17-	1,530-
18	Concrete Curbs		Lin. Ft.	1,400	4.00	5,600-

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 2 of 2
Date ~~June~~ Sep. ~~10~~ 8, '81

Section Clackamas Hwy. - 32nd Ave. (Milwaukie) County CLACKAMAS
Kind Of Work Grading, Paving, Signals Length 0.26 mi. Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
19	Extra for Asphalt Approaches		Each	4	150-	600-
20	Adjusting Manholes		Each	7	175-	1,225-
21	Adjusting Inlets		Each	2	150-	300-
	SIGNING					
22	Removal of Existing Sign Installations		All	All	-	1,450-
3	~~Wood Sign Posts~~		~~All~~	~~All~~	~~-~~	~~360-~~
24	Type "C" and "D" Signs in Place		Sq. Ft.	50	11-	550-
25	Move and Reinstall Existing Signs		All	All	-	3,800-
	TRAFFIC SIGNALS					
6	Traffic Signal Installation, Complete		All	All	-	80,000- ~~84,750~~

1396

Milwaukie

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81
Donald L Rant

Tom

October 22, 1981 Bid Letting ____________ All Clear Deadline

SECTION Clackamas Hwy-32nd Avenue (Milwaukie)
Highway FAU 9714
County Clackamas Region I
Type of Work ____________ Funds ____________
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Const Noise~~

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						2 Exc
EIS						
Negative Declaration						
Project Assessment						
Write-off Letter						
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	

9396

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: Roger Trygstad
Railroad and Utility Engineer

DATE: September 2, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Railroad X-ing - Traffic Signal Interconnect
Harrison Avenue
Clackamas Highway - 33rd Avenue Section
Milwaukie

We have done some checking and have found that the subject traffic signal interconnect is not necessary. Tom Schwab has informed us that since calculations show there is adequate storage for eastbound traffic on Harrison between the traffic signal and the railroad, the City does not object to not having the interconnect. Interconnection is also not required by the "Manual on Uniform Traffic Control Devices".

Would you please take appropriate steps to cancel the application to P.U.C. for altering the crossing and stop any work the railroad may be doing for the interconnect.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DH:rh
cc: D. R. Adams
Tom Schwab
E. L. Hardt
D. H. Moehring ✓ If modification of agreement is necessary, please take appropriate action.

No change in agreement.
MCH

9396

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 703

8-24-81

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9714(3) Prefix 303-1906

Project Name Clackamas Hwy. - 32nd Ave. (Milwaukie) Harrison Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ________, Oregon, this ___ day of _______, 19__

City of ____________________

____
Mayor

____
City Recorder

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 8-24-81

Instructions: Complete A or B and C R/W Acquired by State

7346

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADM STRATION

8 - 5 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9714(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90048

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/5/81

8. FEDERAL ROUTE NUMBER FAU 9714

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Clackamas Hwy. - S.E. 32nd Ave. (Milwaukie) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of July 27, 1981 I approve the revised Preliminary Engineering costs to a TEC of $28,020. Federal Funds $23,817.

(Increase TEC $14,720 F.F. $12,512)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO. Moehring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

8/11

14. DATE 8/5/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosan

16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9396

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-5-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9714(6)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90048

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/5/81
8. FEDERAL ROUTE NUMBER FAU 9714
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Clackamas Highway - 32nd Ave. (Milwaukie) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of July 27, 1981 I approve the revised Construction Costs to a TEC of $235,400. Federal Funds $200,088.

(Decrease TEC $14,720 F.F. $12,512)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO Moehring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

To
8/11

14. DATE 8/5/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9396

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

July 27, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90048
Project No. IX-9714(3)
Clackamas Hwy.-SE 32nd (Milwaukie) Sec.
SE Harrison Street
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated July 21, 1981.

Approval of this request will involve an increase of $14,720 in total cost and Federal obligation of $12,512 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%
Present	$28,020.00	$23,817.00	85
Previous	13,300.00	11,305.00	85
DIFFERENCE	$14,720.00	$12,512.00	

Funding of this increase is from 772 appropriation monies released from Project No. IX-9714(6).

JLG:bkc
Attachment

cc:			
R.N. Bothman	(Metro)	E.L. Hardt	(Region 1)
F.E. Terpin		Gary Zehner	(w/att.)
Judy Smith	(Metro)	General Files	
Jon Rose	(Metro)		

STATE OF OREGON
LOCATION UNIT - HIGHWAY DIVISION

INTERОFFICE MEMO

PRO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: July 21, 1981

FROM: Frank E. Terpin F.E.T.
Location Engineer

ATTN D. E. Swan

SUBJECT: Clackamas Highway-33rd Avenue
Harrison Street (FAU 9714)
Clackamas County
IX-9714(3)

Preliminary engineering charges for the subject highway improvement project have exceeded the authorization. To assist you in gaining supplemental funding, we offer the following information:

Efforts to match available funding with a viable project required the consideration of numerous design options. This contributed to greater-than-anticipated survey costs.

Underestimation of the complexity of the right-of-way description work and the unanticipated noise study also added to the inadequacy of the current preliminary engineering cost estimate.

Present Authorization	$ 13,300
Additional "	14,720
Total	$ 28,020

The construction costs are presently estimated at $250,000.

Attached is a tabulation of the revised P.E. estimate.

FET:JWG:ge
Attachment

cc Don Adams w/attachment

Contains
Recycled
Materials
81-125-1387

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	3 000	10 600
902	Citizens involvement		
903	Payment to local government		
904	Consultant fees		
905	Final Design	2 000	3 000
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)		
909	Right of way descriptions	1 500	4 250
910	Soils and geology	1 000	510
911	Signing (traffic department)	3 500	4 800
912	Landscape department		
913	Right of way - liaison & relocation	500	605
914	Utility liaison	500	500
915	Audits by Accounting Section		
916	Photogrammetry		
917	Inventory needs		
918	Reconnaissance and hydrology		
919	Engineering graphics		
920	Project management	50	100
921	Specifications	1 200	1 500
922	Administrative Services - engineering	50	100
923	Environmental Section		1 600
924	Department of Transportation		455
925	Air monitoring		
926	Foundation investigation		
950	Training courses, conferences & seminars		
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges		
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 13 300	$ 28 020

Section: Clackamas Hwy - 33rd Ave.

Highway: Harrison St. (FAU 9714)

County: Clackamas

Prefix: 303-1906

9396

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 27, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90048
Project No. IX-9714(6)
Clackamas Hwy.-32nd Ave. (Milwaukie) Sec.
SE Harrison Street
Clackamas County

I request approval of a program change releasing funds from the subject project to be applied to Project No. IX-9714(3) requiring modifications in the "Estimated Project Cost by Phases" as follows:

	TEC	FF	%	APPN CODE
Original	$250,120.00	$212,600.00	85	772
Release	14,720.00	12,512.00		
REVISED	$235,400.00	$200,088.00		

JLG:bkc

cc: R.N. Bothman (Metro)
F.E. Terpin
Judy Smith (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner
General Files

Form 734-3122

939

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-17-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-9714(6)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Clackamas
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	90048

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	7/17/81
8. FEDERAL ROUTE NUMBER	FAU 9714
9. STATE ROUTE NUMBER	City Street

10. GENERAL LOCATION:

Clackamas Highway - 32nd Avenue (Milwaukie) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested in Mr. Swan's letter of 7/14/81 you are authorized to proceed with the actual adjustments of the City of Milwaukie's water facilities on an actual cost basis estimated to be $2,940 Federal Funds $2,499.

I approve the agreement with the City of Milwaukie Public Works Department.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

[illegible]

RECEIVED
STATE HWY ENGR
JUL 22 '81
REFER TO
orig Maehring
7/22
FOR

for Division Administrator

9396

2.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-4

July 14, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Water Facilities Adjustment
City of Milwaukie
Clackamas Hwy.-32nd Ave. (Milwaukie) Sect.
FAU 9714 (Harrison St.)
Clackamas County
Project No. IX-9714(~~3~~6)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust the City of Milwaukie's water facilities dated June 10, 1981.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

The City of Milwaukie is responsible for utility relocations to accommodate this project. The conflict was anticipated. The relocation agreement providing for reimbursement to the City, will therefore, consist of the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the water facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,940.

RECEIVED
TECHNICAL SERVICES
JUL 15 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

JMC/DEW/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

9396

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 23, 1981

File No: 303-1906

TO: FRANK TERPIN
Location Engineer

FROM: T.A. SPENCE Ted Spence
Plan & Program Manager

SUBJECT: Clackamas Hwy. - 32nd Avenue
Harrison Street
City of Milwaukie
Clackamas County

Attached for your approval is Authority for Survey #3.

The history of the preliminary engineering is that the project that was originally requested was larger in scope than the current design. After the preliminary design had been completed for the original request, the construction cost estimate exceeded the funds available. After several meetings with the City of Milwaukie, the project work was reduced to that represented by the current estimate of $250,100. The result of this revision was greatly increased preliminary design costs.

The original Authority for Survey underestimated the cost of right-of-way descriptions and the environmental work. The need for a noise study report was not anticipated in the original environmental cost estimate.

This Authority for Survey totals 11.2 percent of the current construction cost estimate.

To obtain obligational authority for this PE increase, please transfer $12,070 (federal) from the existing construction obligation of $212,600 (federal) shown on the attached PR-1240, F.A. No. IX-9714(6). The City of Milwaukie has agreed to this transfer as being essential to complete PE.

This project is scheduled for contract bid opening in September 1981. When the supplemental FAIX funds become available, we will need to replenish the construction obligation.

TAS:ECM:JS

Attachments

cc: D.E. Swan
C.H. Duval
E.J. Dunn
R.C. Brooks

cc: Gaither

PLANNING FILE NO. ______

9396

Form [illegible] (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Clackamas Hwy. - 32nd Avenue

Date: June 22, 1981

Highway: Harrison St. (FAU 9714)

Authorization No. 3

County: Clackamas #3

Survey Prefix 303-1906 (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of existing Harrison St. (FAU 9714) extending from the Milwaukie Expressway (Hwy. 224) to 33rd Avenue. Total length is 0.15 mile.

Proposed: Widen Harrison St. @ Hwy. 224 to 5 lanes. Signalize, widen and channelize the intersection of Harrison & 32nd Ave. Additional advance signing and overlay the entire project.

Purpose of survey: State to perform field survey, prepare plans, specifications, cost estimate, and complete PS&E. City of Milwaukie to handle any citizen involvement.

IX-9714(6)
2-8-79
4-15-80
8-5-81

Estimate of cost: $250,100 (construction)
FUNDING: FAIX (Mt. Hood Transfer)
Class II, (Categorical Exclusion)

28020(.15) = 4203
1350 orig PE. AD.
~~2859~~

Estimate of Cost

Field Survey	(901)	10,600
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	3,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	4,250
Soils & Geology	(910)	510
Traffic	(911)	4,800
Landscape	(912)	
Liaison R/W	(913)	605
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,500
Administrative Services	(922)	100
Environmental	(923)	1,600
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Dept. of Transportation	(924)	455

RECEIVED
AUG 2 · 1981
LOCATION SECTION

Total estimated cost of survey	$ 28,020
Previous authorization	12,900
Additional authorization requested	15,120
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23704-734

9396

2

AGR
INTEROFFICE MEMO

STATE OF OREGON

Highway Division
DEPT.

TELEPHONE

TO: Ken Rolfe
Region 1 R/W Supv.

DATE: June 17, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 161
Clack. Hwy.-32nd Ave. (Milwaukie)
Harrison Street
Clackamas County

MISC. CONTRACTS and
AGREEMENTS No. 6874

Attached is an original for the City and a copy for your files of the Amendment to the subject agreement.

The project will be programmed.

AE
mp
Attach.

cc: Ed Hardt, w/c
Finance, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
Condemnation, w/c
Title, w/c
Property Management, w/c
Description, w/c

in July report
[illegible] Boyd 6 9-81

81-125-1387

9396

Milwaukie

STATE OF OREGON

INTEROFFICE MEMO

TRA 16-4

TO: D. N. Stoudenmeyer
Preliminary Design Engineer

DATE: June 16, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Clackamas Highway - 32nd Ave. (Milwaukie)
FAU 9714 (Harrison Street)
Clackamas County

Attached are two copies of the approved sign study plans for the above named project.

This work should be included in the contract.

L. E. George
L. E. George
Traffic Engineer

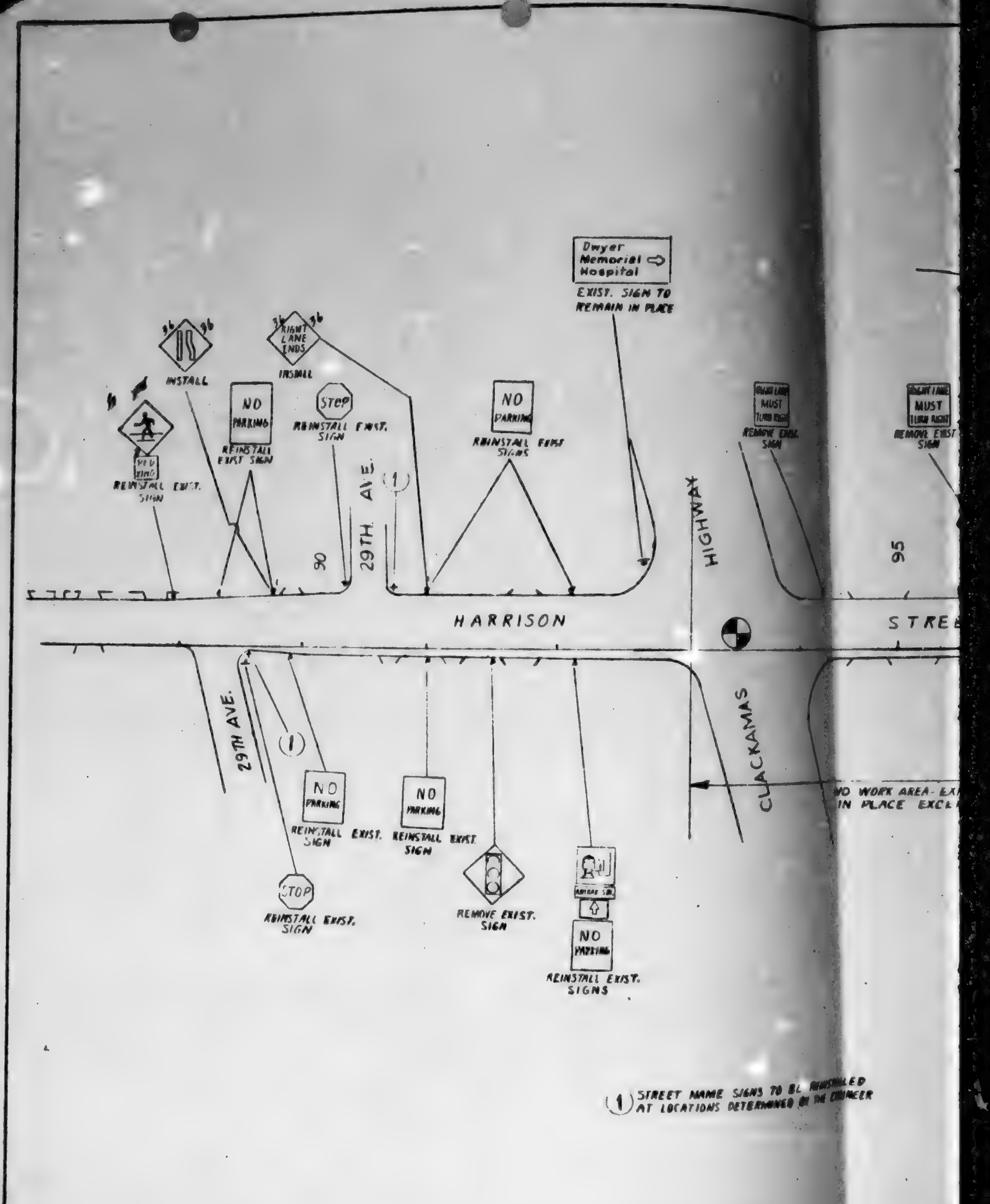
ELS:rh
Attachments
cc: R. N. Bothman
Ed Hardt
M. Payne

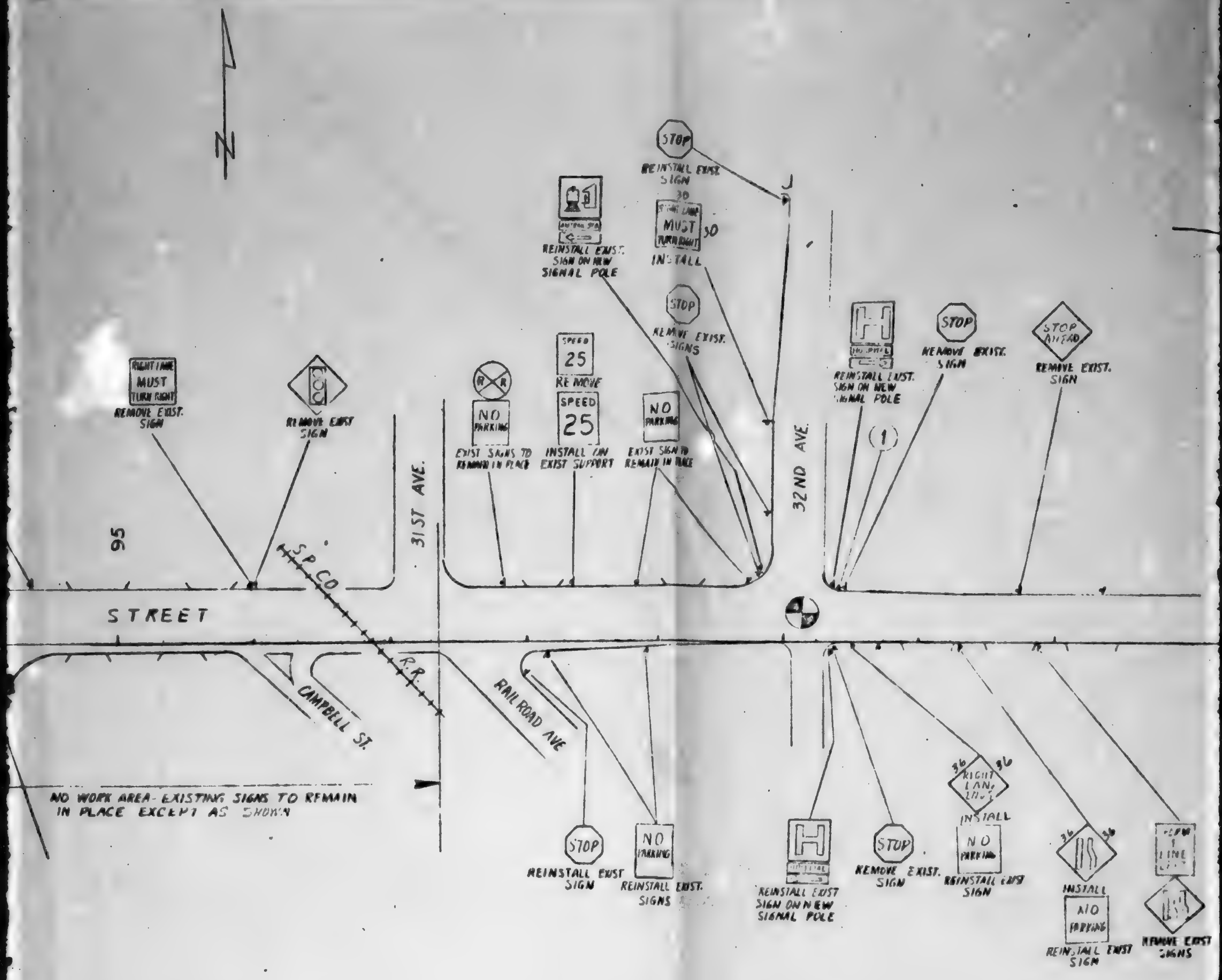
Verstoog
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 17 1981
ROAD DESIGN
SECTION

Beard
Do Not File ☐
Return To
Bring Up / /
Action

1 Plan kept by Beard


Dwyer Memorial Hospital ⇨
EXIST. SIGN TO REMAIN IN PLACE
36 36
INSTALL
RIGHT LANE ENDS
INSTALL
NO PARKING
REINSTALL EXIST SIGN
STOP
REINSTALL EXIST. SIGN
NO PARKING
REINSTALL EXIST SIGNS
PED XING
REINSTALL EXIST. SIGN
RIGHT LANE MUST TURN RIGHT
REMOVE EXIST. SIGN
RIGHT LANE MUST TURN RIGHT
REMOVE EXIST SIGN
1
29TH. AVE.
90
HIGHWAY
95
HARRISON
STREE
29TH AVE.
1
CLACKAMAS
NO WORK AREA - EX
IN PLACE EXCE
NO PARKING
REINSTALL EXIST. SIGN
NO PARKING
REINSTALL EXIST. SIGN
STOP
REINSTALL EXIST. SIGN
REMOVE EXIST. SIGN
NO PARKING
REINSTALL EXIST. SIGNS
1 STREET NAME SIGNS TO BE REINSTALLED AT LOCATIONS DETERMINED BY THE ENGINEER


N
STOP
REINSTALL EXIST. SIGN
30
RIGHT LANE MUST TURN RIGHT
30
INSTALL
REINSTALL EXIST. SIGN ON NEW SIGNAL POLE
STOP
REMOVE EXIST. SIGNS
RIGHT LANE MUST TURN RIGHT
REMOVE EXIST. SIGN
REMOVE EXIST SIGN
R R
NO PARKING
EXIST SIGNS TO REMAIN IN PLACE
SPEED 25
REMOVE
SPEED 25
INSTALL ON EXIST SUPPORT
NO PARKING
EXIST SIGN TO REMAIN IN PLACE
H
REINSTALL EXIST. SIGN ON NEW SIGNAL POLE
(1)
STOP
REMOVE EXIST. SIGN
STOP AHEAD
REMOVE EXIST. SIGN
95
31ST AVE.
32ND AVE.
S.P. CO.
STREET
CAMPBELL ST.
R.R.
RAIL ROAD AVE
NO WORK AREA - EXISTING SIGNS TO REMAIN IN PLACE EXCEPT AS SHOWN
STOP
REINSTALL EXIST SIGN
NO PARKING
REINSTALL EXIST. SIGNS
H
REINSTALL EXIST SIGN ON NEW SIGNAL POLE
STOP
REMOVE EXIST. SIGN
36
RIGHT LANE ENDS
36
INSTALL
NO PARKING
REINSTALL EXIST SIGN
36
36
INSTALL
NO PARKING
REINSTALL EXIST SIGN
1 LINE
REMOVE EXIST SIGNS

REINSTALLED
THE ENGINEER

SIGNALIZED INTERSECTION

S.M. Hall
5-5-81
DATE

SIGNING PROJECT

CLACKAMAS HWY. - 32ND AVE. (MILWAUKIE)
FAU 97.4 (HARRISON ST) ~ CLACKAMAS COUNTY

Action	Date		Title
Submitted	4-27-81		Traffic Engr
Approved	5-12-81		
"	6/10/81		
"			Asst Hwy Engr.
Accepted	6/15/81	D K	F.HWA

9396

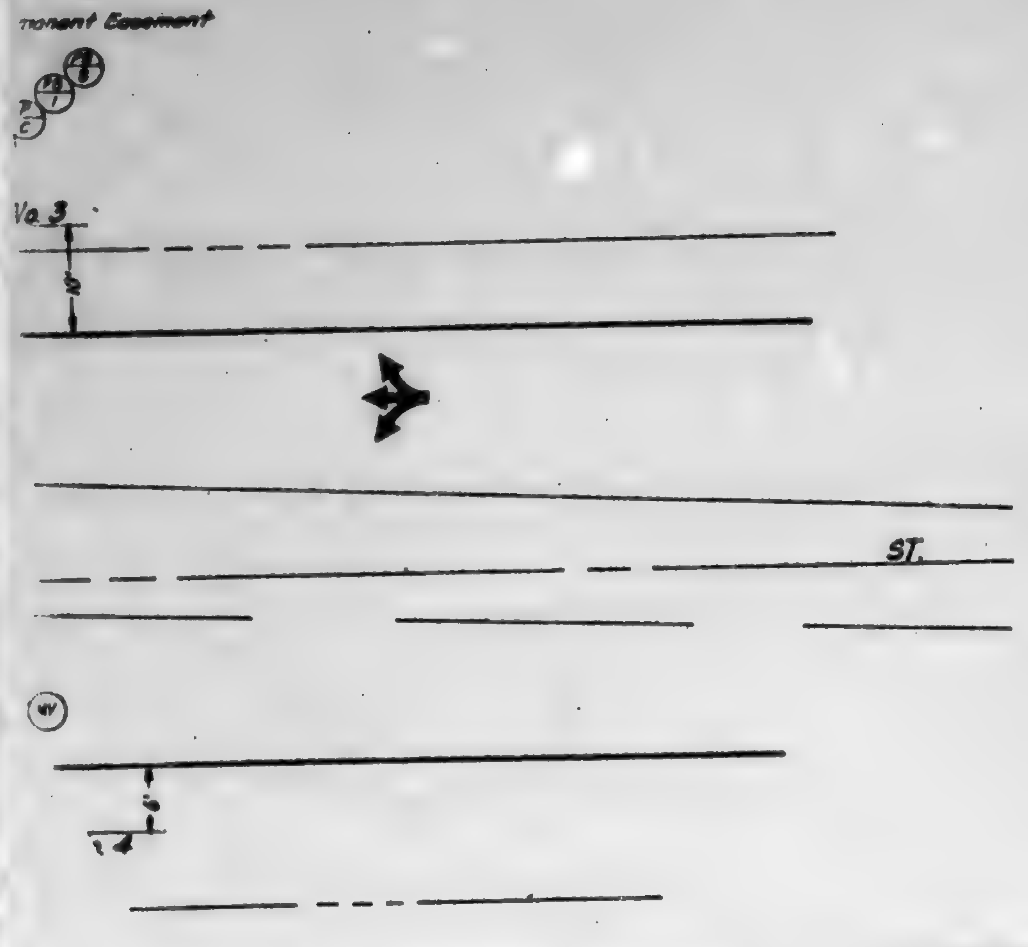
SIGNAL PLAN
HARRISON ST. AT 32ND AVE.

0 10 20 40 FEET

6-8-81

ODOT COPY

PRELIMINARY COPY
MAY 28 1981
SUBJECT TO MUTUAL REVIEW



LEGEND

EX/1	Existing power pole - power source
C	Install Model 170 Controller in Model 332 Cabinet (field locate)
MP/T	Install Type (T) traffic signal mast arm pole
MPL/T	Install Type (T) traffic signal mast arm pole with Luminaire extension
MA/L	Install (L) foot traffic signal mast arm
LA/L	Install (L) foot Luminaire arm
V/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P/T	Install modified Type (T) pedestrian signal
PB/Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
OS/SR	Install interior-illuminated "RIGHT ARROW ONLY" sign.
S	Install (S) inch electrical conduit
CS	Install 2-inch electrical conduit stub, cap both ends
C	Install one No. 6 type THWN wire-signal system common
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) Type TW wires
MV	Install 400 W Mercury Vapor lamp in 400 watt, Type II, medium, semi-cutoff Luminaire unit with photoelectric relay. Mounting height 35 feet
TC	Install terminal cabinet
MS	Install 120-volt meter base
54	Install service cabinet with one 40-amp and one 20-amp SPST breakers
PR/2	Install "NO LEFT TURN" part-time restriction sign

423	12" R, 8" Y, 8" G	L	Length shown
456	12" R, 12" Y, 12" G	Ph	Phase shown
459	12" R, 12" Y, 12" GRTA	S	Size shown
A	Standard plumbizer	N	Number shown
E	Elevator plumbizer	G	AWG wire size
T	Type shown		

CITY OF MILWAUKIE
PUBLIC WORKS DEPARTMENT
APPROVED
~~AS NOTED~~ ☐
BY S.M. Hall
DATE 8 JUNE 1981

APPROVED
TRAFFIC ENGINEER
5/26/81
DATE

DESIGNED BY
CHECKED BY W.Z.

OREGON STATE HIGHWAY DIVISION
[illegible] ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
CLACKAMAS HWY. ~ 32ND AVE. (MILWAUKIE)
FAU 9714 (HARRISON ST.)
CLACKAMAS COUNTY

DATE April 1981
Accompanied By Dwgs 1470, 1471, 1472, 1473, 1480, 1481, 1488, 1489, 2990, 2991, 35009 & 35010 & 8037, 8038.

T.E. DWG. NO. 8036

9396

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Clackamas Hwy. - 32nd Avenue
Highway Harrison Street, 32nd Avenue
County Clackamas
Preparer Steve Lindland
Date 5/15/81
City Milwaukie

Project Description:

The project will widen Harrison Street from 29th Avenue to Clackamas Highway. This widening will allow for a fourth travel lane to be constructed. The project will also widen 32nd Avenue from Llewellyn Street to Harrison Street. This widening will accommodate a right-turn lane. In addition, minor widening of Harrison Street will occur in the vicinity of 32nd Avenue. For project location see Figure 1. This is a Type I-B project.

Existing Land Use Activities:

Land-use in the project vicinity includes eight single-family residences, two apartment buildings, a mortuary, three gas stations, a D.E.Q. test center, and six businesses. Figures 2A and 2B show the locations of these activities.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq __ dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
(Existing)					
(No-Build)			(See Table 1)		
(Build)					

Existing Sound Levels: Traffic noise is the predominant sound in the project area with occasional intrusions of railroad noise. Traffic noise from the Clackamas Highway is 8-10 dBA louder than the traffic noise from Harrison Street. Areas near the Clackamas Highway will have noise levels over the exterior design noise level of Leq 67 dBA. These areas are impacted by Clackamas Highway, not Harrison Street.

Traffic Noise Impacts: All the residences (single-family and multi-family) in the project vicinity have outside activity areas. Therefore, the exterior design noise level of Leq 67 dBA applies to these activities. Since the traffic volumes along Harrison Street and 32nd Avenue do not generate noise levels above this criteria along the right-of-way line, no residential impacts occur. The mortuary has no outside activity area, so the interior design noise level of Leq 52 dBA applies. Assuming open windows for ventilation purposes, this building is impacted. None of the businesses are impacted. The design noise level for businesses is Leq 72 dBA.

Traffic Noise Mitigation: The mortuary is a two-story structure located at the southeast corner of Harrison Street and 29th Avenue. Mitigation of the noise impact with sound barriers is not feasible. A residential driveway to the east of the mortuary and 29th Avenue to the west, would not permit the construction of an effective sound barrier. In addition, a sound barrier would be a safety hazard by restricting sight distances for vehicles trying to enter Harrison Street from either the driveway or 29th Avenue. Other forms of mitigation such as traffic management, alternative road designs, or structural alterations were considered. These mitigation measures though were found to be ineffective, unfeasible, or non-applicable. Therefore, mitigation of noise impacts is not recommended for this project.

Construction Noise:

Impacts: Temporary high noise levels during project construction due to construction equipment.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to the City of Milwaukie. Future developments should be planned such that noise sensitive activities are not located near the road right-of-way. Structures planned with interior noise-sensitive activities should be no closer than 60 ft. to Harrison Street or 40 ft. to 32nd Avenue. Alternatively, these structures may be constructed to restrict the intrusion of traffic noise.

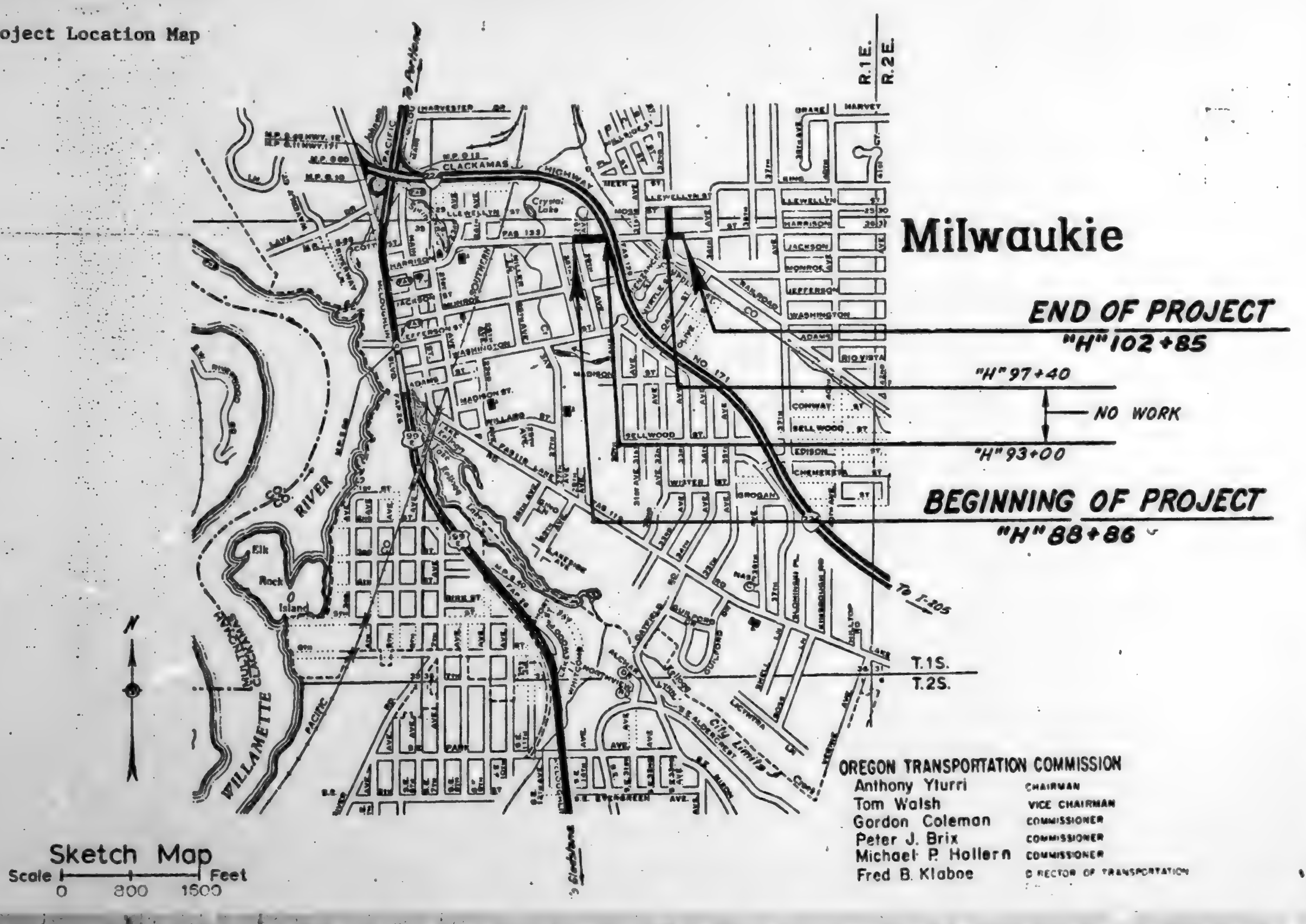
CLACKAMAS HWY. - 32 ND AVE. (MILWAUKIE) SEC.

FAU 9714 (HARRISON ST.)

CLACKAMAS COUNTY

Figure 1

Project Location Map



Milwaukie
END OF PROJECT
"H" 102+85
"H" 97+40
NO WORK
"H" 93+00
BEGINNING OF PROJECT
"H" 88+86
To Portland
To I-205
To Gladstone
CLACKAMAS
HIGHWAY
WILLAMETTE
RIVER
Elk Rock Island
MULTNOMAH
CLACKAMAS
PACIFIC
Crystal Lake
HARRISON
JACKSON
MONROE
JEFFERSON
WASHINGTON
ADAMS
LLEWELLYN
BELLWOOD ST.
EDISON
CONWAY ST.
R.1E.
R.2E.
T.1S.
T.2S.
N
Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

Figure 2A

Clackamas Hwy. - 32 nd. Avenue
Harrison Street
Clackamas County

Land-use Map

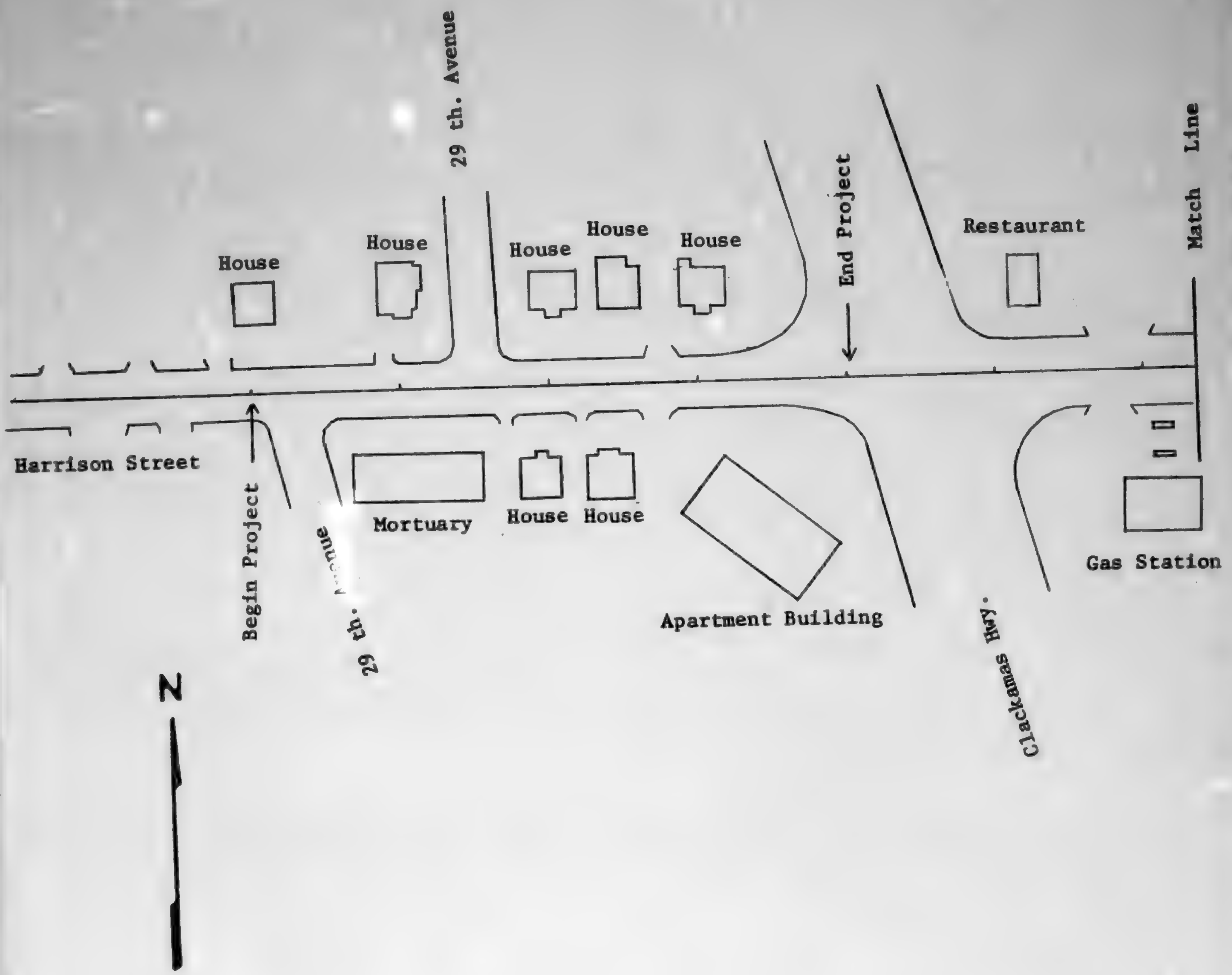

29 th. Avenue
House
House
House
House
House
End Project
Restaurant
Match Line
Harrison Street
Begin Project
29 th. Avenue
Mortuary
House
House
Apartment Building
Clackamas Hwy.
Gas Station
N

Figure 2b

Clackamas Hwy. - 32 nd. Avenue
Harrison Street
Clackamas County
Land-use Map

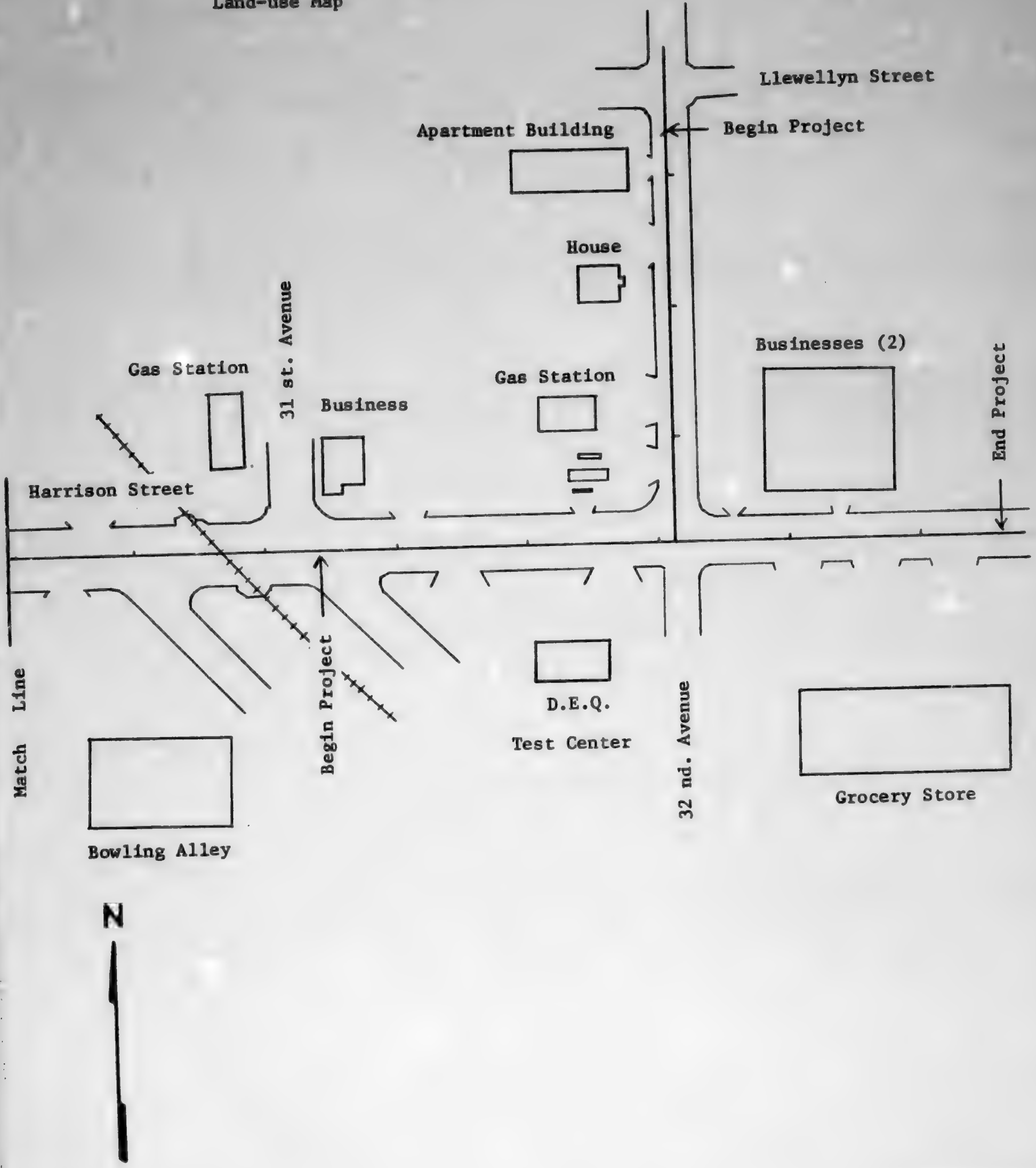

Llewellyn Street
Begin Project
Apartment Building
House
Businesses (2)
End Project
Gas Station
31 st. Avenue
Business
Gas Station
Harrison Street
Match Line
Begin Project
D.E.Q.
Test Center
32 nd. Avenue
Grocery Store
Bowling Alley
N

Table 1

Traffic Data and Predicted Noise Levels

	No-Build 1980	No-Build 2000	Build 2000
Harrison St., West			
Autos	510	726	726
Medium Trucks	27	38	38
Heavy Trucks	8	11	11
Speed	24 MPH	24 MPH	25 MPH
Leq at R/W (30 ft.)	63 dBA	65 dBA	65 dBA
Harrison St., East			
Autos	1,220	1,730	1,730
Medium Trucks	34	48	48
Heavy Trucks	2	3	3
Speed	20 MPH	15 MPH	21 MPH
Leq at R/W (30 ft.)	62 dBA	60 dBA	64 dBA
32nd Avenue			
Autos	770	1,040	1,040
Medium Trucks	21	28	28
Heavy Trucks	1	2	2
Speed	23 MPH	21 MPH	23 MPH
Leq at R/W (30 ft.)	61 dBA	62 dBA	63 dBA
Clackamas Highway			
Autos	1,645	2,325	2,325
Medium Trucks	66	94	94
Heavy Trucks	130	185	185
Speed	34 MPH	33 MPH	33 MPH
Leq at R/W (60 ft.)	72 dBA	74 dBA	74 dBA

[redacted] abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise impact identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

9396 5-11-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9714(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 90048

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-18-81
8. FEDERAL ROUTE NUMBER FAU 9714
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Clackamas Highway - 32nd Ave. (Milwaukie Section)

11. GENERAL DESCRIPTION OF WORK
Channelization and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letters of 2-18-81 and 4-28-81, you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $250,120, Federal funds $212,600.

(Obligation of funds established 2-18-81 subject to further documentation)

RECEIVED
STATE HWY ENGR
MAY 18 '81
REFER TO McHurg
FOR
Info
Inves
R/D
D/R
Sign
Act
File

orig. B. 5-18-81

14. DATE 5-11-81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

- .9396 4-30-81 303-1906

OREGON STATE HIGHWAY DIVISION

SUBJECT: Clackamas Hwy - 32nd ([illegible] Harrison) Milwaukie (Clackamas Co)	TO: Jon Rose
DATE: 4-29-81	FROM: Curt Duval

Attached, revised preliminary plans for subject project. Please note City of Milwaukies and E J Dunnes comments shown on the plans and attached notes. I discussed this project previously with Mr. Hall. He indicated the City would not have the funds required to place the 1½" AC at a later date

Curt Duval
(SIGNATURE)

PLEASE REPLY HERE

To: 4/30/81
Boz Swan

These plans have been reviewed and approved, with comments, by the City of Milwaukie and by Metro staff. Please note and distribute to Final Design and to Spec. Unit as appropriate.

Jon Rose
(SIGNATURE)

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
APR 30 1981
REFERRED TO (DATE)

CC:

CLACKAMAS HWY~32ND AVE. (MILWAUKIE) SEC. FAU 9714 (HARRISON ST.) CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

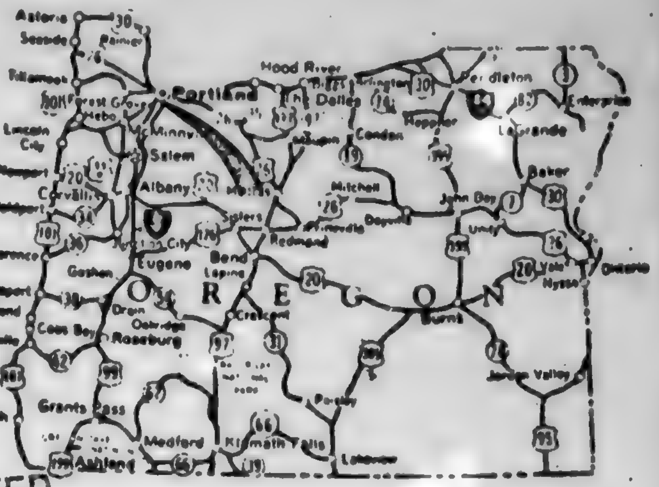
FAI-X

PRELIMINARY COPY
APR 1 0 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

ɔF OREGON
F TRANSPORTATION
IWAY DIVISION

ROPOSED PROJECT

D AVE. (MILWAUKIE) SEC.
(HARRISON ST.)
MAS COUNTY



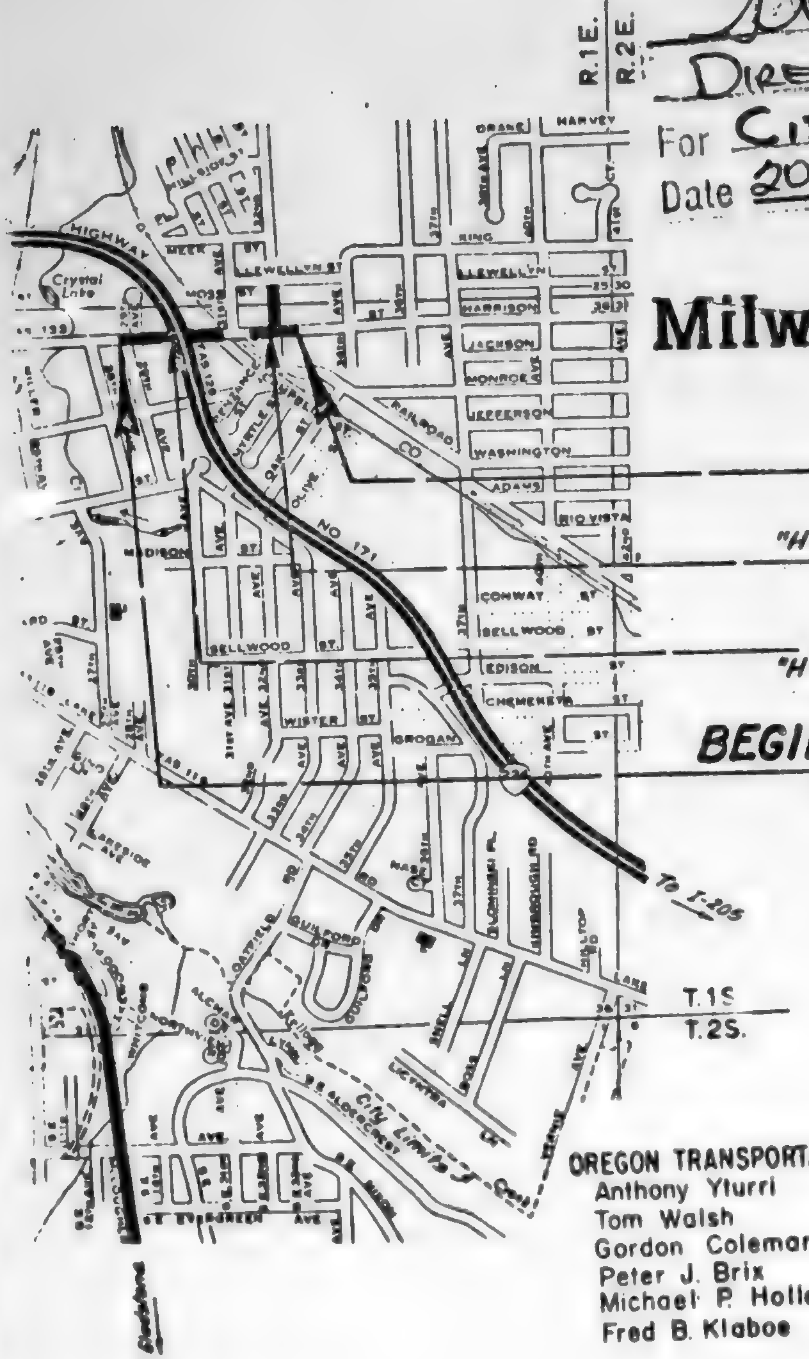
APPROVED AS NOTED

DIRECTOR OF PUBLIC WORKS

For CITY OF MILWAUKIE

Date 20 APRIL 81

PRELIMINARY COPY
SUBJECT TO CHANGE


R.1E.
R.2E.
HIGHWAY
Crystal Lake
LLEWELLYN
HARRISON
JACKSON
MONROE
JEFFERSON
WASHINGTON
ADAMS
RIO VISTA
MADISON
CONWAY
BELLWOOD
EDISON
CHEMEKETA
WISTER
GROGAN
RAILROAD
To I-205
City Limits
T.1S.
T.2S.

Milwaukie

END OF PROJECT
"H" 102+85

"H" 97+40
NO WORK
"H" 93+00

SIGN CHANGES, STREET STRIPING ALTERATION

BEGINNING OF PROJECT
"H" 88+86

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER ______ DATE

9396 4-29-81 2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9714(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90048

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/29/81

8. FEDERAL ROUTE NUMBER FAU 9714

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Clackamas Highway - SE 32nd Avenue (Milwaukie) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below Program change

13. REMARKS

As requested in Mr. Swan's letter of 4/28/81 I approve the Program change as follows:

1) Project Location: Change to read "St., 0.08 mi. W. of SR 224, E. 0.26 mi (Milwaukie).

2) Miles: Change to read "0.26".

Orig to
5-1-81

RECEIVED
STATE HWY ENGR
MAY 1'81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Supv	Act	File

14. DATE 4/29/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossm

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9396

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

April 28, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90048
Project No. IX-9714(3)
Clackamas Hwy. - SE 32nd Ave. (Milwaukie) Sec.
Clackamas Highway

I request your approval of a program change to extend the westerly limit requiring modifications as follows:

1) Project Location: Change to read "St., 0.08 mi. W. of SR 224, E. 0.26 mi. (Milwaukie).

2) Miles: Change to read "0.26".

The overall project cost does not require changing at this time.

JLG:bkc
cc: Gary Zehner
General Files

Form 734-3122

9396

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 28, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90048
Project No. IX-9714(6)
Clackamas Hwy.-32nd Ave. (Milwaukie) Sec.
SE Harrison Street (FAU 9714)
Clackamas County

Attached support data consists of PR-1 forms and project maps which are the necessary documents for my request of February 18, 1981.

This request is based on the October 20, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-28-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., SE 29th Ave., E. 0.26 mi.	ADT	PRESENT 14,200	FUTURE (66) (70) ----	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Channelization, Traf. Signal	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9714

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Clackamas
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U · FEDERAL-AID 9714 (32) · STATE City St.* (36) (37) · U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y008 Y031		"Clackamas Hwy.-32nd Ave. (Milwaukie) Sec."	0.18	250,120	(Mt. Hood) 212,600	----	37,520

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.18	250,120	212,600	----	37,520
1	14	PROGRAM APPROVAL DATES			(10) (23)	(24) (33)		

PROGRAM APPROVAL DATES
10-18-78
10-01-80

*Harrison St.

REMARKS
Additional Data: Item No. 900
IX-9714(3) &

3031906

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

4-28-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ECT LOCATION (45 typewriter spaces) y St., SE 29th Ave., E. 0.26 mi.	ADT	PRESENT 14,200	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 772

ITEM NO. 90048

ORK (35 typewriter Traf. Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9714	SEQ. NO. (6)

I. Projects Only: POST MI. | DESIG.

Interstate Substitutions General Funded

COUNTY NAME: Clackamas

CODE: 005

PROGRAM STAGE ☐ 1 OR ☐ 2

Portland

ROUTE NO. U | FEDERAL-AID 9714 | STATE City St.* | U.S. ---

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (ODE) 008 031		"Clackamas Hwy.-32nd Ave. (Milwaukie) Sec."	0.18	250,120	(Mt. Hood) 212,600	----	37,520	ROW-60' normal; Access Control-none; Parking Restrictions-complete.
JLG		PROJECT TOTALS	0.18	250,120	212,600	----	37,520	

ROVAL DATES
10-18-78
10-01-80

*Harrison St.

REMARKS
Additional Data: Item No. 90048; Project No. IX-9714(3) & (5).

over-

USCOMM DUSCOMM-DC 48905-P61

CLACKAMAS HWY.-32ND AVE. (MILWAUKIE) SECTION
PROJECT No. IX-9714(6)

Remarks Cont.:

Project Data: The work consists of the following:

1) Channelization requiring grade, drain and high-type pavement.
2) Installation of a traffic signal at intersection of SE 32 and Ave.
3) Perform incidental work common to this type of project and adjust utilities as required.

Data for PR-37:

Type Code Y008 (Channelization) ----------------$175,120
Type Code Y031 (Traffic Signal) ---------------- 75,000

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 AE/TIP on page 92 as No. 92.

9396

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 18, 1981

In Reply Refer to File No.: PRO 6-2

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Obligation of FY '81 Interstate Transfer Program
Allocation to Portland Urbanized Area

I request authorization to proceed with actions necessary to advance the various phases of work provided for by the projects listed below at an estimated total cost with obligation of Federal funds as shown:

ITEM NO.	PROJECT NO.	SECTION	WORK	TOTAL COST	FEDERAL FUNDS
10115	IX-000C(21)	East Side Signal Replacements	P.E.	$ 34,650	$ 29,450
90049	IX-000C(22)	Coliseum Area Signals (9 Loc.)	Y031	291,765	248,000
00086	IX-9956(11)	N. Col. Blvd. @ N. Portland Rd. Ramps	Y008	223,530	190,000
10117	IX-9704(5)	Sellwood Neighborhood Traffic Div.	P.E.	22,355	19,000
80360	IX-9891(3)	S.E. Division-S.E. Powell	R/W	352,950	300,000
71444	IX-9867(4)	Farris Rd.-Powell Blvd.(Gresham)	R/W	758,825	645,000
80148	IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	160,000	136,000
90183	IX-9659(7)	Clack. Hwy.-Gladstone NCL	R/W	10,000	8,500
90183	IX-9659(8)	Clack. Hwy.-Gladstone NCL	Y008	365,000	310,250
90050	IX-9659(9)	Gladstone NCL-S.E. Oatfield Rd.	R/W	9,400	7,990
90050	IX-9659(10)	Gladstone NCL-S.E. Oatfield Rd.	Y008	254,500	216,325
90283	IX-9702(5)	Harmony Rd. @ Price Fuller Rd.	R/W	2,400	2,040
90100	IX-9665(10)	Oatfield Rd. @ Lake Rd.(Milwaukie)	Y008	211,100	179,435
10118	IX-9473(3)	S.W. Madrona-Jean Rd.(Lake Oswego)	R/W	516,000	438,600
90048	IX-9714(6)	Clack. Hwy.-32nd Ave.(Milwaukie)	Y008	250,120	212,600
90150	IX-9091(9)	Allen Blvd.-S.W. Scholls Ferry Rd.	R/W	52,950	45,000
90150	IX-9091(10)	Allen Blvd.-S.W. Scholls Ferry Rd.	Y008	334,710	284,500
10119	IX-9088(3)	Murray Blvd.-Alice Lane (Beaverton)	R/W	445,000	378,250

JLG:pf

cc: Gary Zehner
General Files

Form 734-3122

9396

1-6-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: X-9714(5)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90048

COUNTY NAME: Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO Diachrung
FOR
Info | Art | File

1-13
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	1/6/81	FAU 9714
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Clackamas Highway - SE 32nd Avenue (Milwaukie)

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (*Specify*)

X☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/19/80 you are now authorized to proceed with all phases of right of way acquisition for files 51571 thru 51586 as shown on R/W map 10C-48-2 at a TEC of $51,000 Federal Funds $43,350. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/6/81	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—931-888

9396

December 2, 1980

ACC

Mr. Kenneth Wharton
City Manager
City of Milwaukie
City Hall
Milwaukie, Oregon 97222

Dear Mr. Wharton:

We have submitted a program to the Federal Highway Administration for approval of the R/W acquisition phase on the Clackamas Highway - S.E. 32nd Avenue Section of Harrison Street.

Financial sharing of the R/W is:

Total Estimated Cost	$51,000
Federal Funds	43,350
City Share	$ 7,650

The attachment defines the three options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 841: Jon Rose, Metro Federal Aid Engineer
Lou Grothaus, Metro R/W Superintendent
V. E. Skoog - Please return completed AD # 841 when Advance Deposit is received.

G

9396

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 19, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90048
Project No. IX-9714(5)
Clackamas Hwy.-S.E. 32nd Ave. (Milwaukie) Section
Clackamas County

Enclosed is project data consisting of PR-1 forms, sketch maps and right of way map 10C-48-2 for the subject project.

I request the following:

1) Financing for the project utilizing Interstate Substitution General funds at an estimated total cost of $51,000 with an obligation of $43,350 in federal funds.

2) Authorization to proceed with the actual acquisition of the right of way all phases as outlined in red on right of way map 10C-48-2. No relocation assistance is involved.

This request is based on the October 20, 1978 letter to your from the Governor of the State of Oregon.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bke
Enc.

cc: M. Klotz
J. Rose
J. Boyd
F. Lowe
G. Zehner

NEED R/W Adv. Dep.
AD# 841
12-2-80
GL GL

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

11-19-80

FEDERAL- AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		City St., SR 224 to S.E. 32nd Ave. (Milwaukie) 65		14,200	---	--	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Right of Way Acquisition								IX-	9714

CARD 4

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA 17-21: Portland

COUNTY NAME: Clackamas

ROUTE NO.: U

FEDERAL-AID: 9714 (32)

STATE: City St. (36) (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUND
1	(14-15)	(16	41	42	43 49	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW			0.22	51,000	43,350	---	7,650 (C
5					CONST (CODE)		"Clackamas Hwy.- S.E. 32nd Ave. (Milwaukie)."					

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUND
1	1	C.L.		0.22	51,000 (16) (23)	43,350 (24) (33)	---	7,650 (
1	14	PROGRAM APPROVAL DATES 10-18-78 10-1-80						

REMARKS
Additional Data: See item
IX-9714(3

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-19-80

ECT LOCATION (45 typewriter spaces) y St., SR 224 to S.E. 32nd Ave. (Milwaukie)	ADT	PRESENT 14,200	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823
							ITEM NO.	90048

ORK (35 typewriter isition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): IX- NUMBER: 9714 SEQ. NO.: (5)	I. Projects Only POST MI. DESIG.

rstate Substitutions General Funded

Portland

COUNTY NAME: Clackamas CODE: 005

ROUTE NO.: U FEDERAL-AID: 9714 STATE: City St. U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
L OW			0.22	51,000	43,350	---	7,650 (City)	
ONST ODE)		"Clackamas Hwy.- S.E. 32nd Ave. (Mil- waukie)."						
	C.L.	PROJECT TOTALS	0.22	51,000	43,350	---	7,650 (City)	

ROVAL DATES

10-18-78
10-1-80

REMARKS
Additional Data: See item No. 90048, Project No. IX-9714(3).

-Over-

USCOMM DUSCOMM-DC 48...

Clackamas Hwy.-S.E. 32nd Ave. (Milwaukie) Section
Project No. IX-9714(5)

Project Data: Work under this project consists of right of way acquisition all phases as required for the future construction to widen Harrison St. to four lanes for a two block distance west of the Clackamas Hwy., provide right turn lane south bound on 32nd Ave. North of Harrison St., reconstruct curb and sidewalk on the South side of Harrison St. and install multi phase signal at 32nd & Harrison St.

FHPM 4-1-4 Requirements:

a) State Clearinghouse ------ A-95 review conclusions dated 11-28-78 and 9-23-80.
b) District 2 Clearinghouse-- A-95 review satisfied by inclusion of project in MSD TIP.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 TIP on page 92 item 92.
3) No relocation assistance involved.

7596

KUW

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: October 28, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Clackamas Highway-32nd Ave. (Milwaukie) Section
Harrison Street (City Street)
Clackamas County

Attached are two copies each of 16 original option forms covering right of way to be acquired in connection with the Clackamas Highway-32nd Ave. (Milwaukie) Section, Harrison Street, in Clackamas County. This contract is scheduled for letting on June 25, 1981.

The distribution number to be used for the acquisition of these files has not been assigned. Do not appraise or negotiate until notified by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of October 23, 1980.

We are forwarding, under separate cover, three prints of map 10C-48-2 covering this area and bearing our date of October 27, 1980.

File No.	Name	Area
51571	Church of Christ of Milwaukie	230 sq. ft. P.1, 1,020 sq. ft. P.2
51572	Stehn's Mortuaries, Inc.	525 sq. ft.
51573	J. C. and Harriet Barkman	250 sq. ft.
51574	Eva N. Peake	250 sq. ft.
51575	Irving Rotenberg and Leonard Popick	580 sq. ft.
51576	Clifford C. Archer	135 sq. ft. P.1, 920 sq. ft. P.2
51577	Lois P. Rowlands	470 sq. ft.
51578	Kenneth W. and Helen R. Alvers	250 sq. ft.
51579	Richard A. and Louisa A. Roller	250 sq. ft.
51580	Jim and Juanita Kauble	320 sq. ft.
51581	Dominic and Emma Kondraski	450 sq. ft.
51582	Daniel C. Hanna	200 sq. ft.
51583	Walter E. Heller Western Inc.	635 sq. ft.,P.1, 1,250 sq.ft. P.2
51584	Mary Lou Bitar Korek	1,147 sq. ft. P.1, 860 sq.ft. P.2
51585	Car Mel Enterprises, Inc.	213 sq. ft. P.1, 500 sq. ft. P.2
51586	Willis L. and Ruth S. Smith	21 sq. ft.

AC:mp
Enc. - 16 options
cc: Ed Hardt
Appraisal, w/list
F. Lowe
Don Harwell
Title
A. Riveness, w/Exh.

GV Don H.

9346

L,

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H. S. COULTER

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: Clackamas Hwy - 32nd Ave (Milwaukie)

DATE: 9/23/80

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
SEP 30 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. M Engr.: (R.N. Bothman)
Reg. 1 Engr.: (E.L. Hardt)
Dist. 2 Engr.: (W.W. Geibel)

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8008 2 890

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD
9-26-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

9396

(#2)

4,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

August 26, 1980

TO Executive Department
Federal Aid Coordination Unit

D E Swan

FROM D. E. Swan
Operation Programming Engineer

NOTED
H. S. COULTER

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Clackamas Hwy. - 32nd Ave. (Milwaukie)
Highway: Milwaukie IX-9714
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 29, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. M-1 Engr: R.N. Bothman/E.L. Hardt
Dis. 2 Engr: W.W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENG
AUG 26 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. E. Swan — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Clackamas Hwy. - 32nd Ave. (Milwaukie)

11 12] PROJECT LOCATION—CITY: Milwaukie IX-9714 — PROJECT LOCATION—COUNTY: Clackamas — PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The purpose will be accomplished by widening Harrison Street to four lanes for a [71

06 12] two (2) block distance west of the expressway; by providing a right turn lane [71

07 12] (southbound) on 32nd Avenue north of Harrison Street; reconstructing the curb [71

08 12] and sidewalk on the southside of Harrison Street between the railroad and [71

09 12] 32nd Avenue; and installing a multiphase signal at 32nd and Harrison Street. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
236,300	-----	------	41,700	------	278,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: September — 43] DAY [44: 29 — 45] YEAR [46: 1980

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 26, 1980

VI. If project includes state funds (12C), identify agency -------

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

Ix 9714(3)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date August 12, 1980

Section Clackamas Hwy. - 32nd Ave. (Milwaukie)

City Milwuakie Hwy. No. OR 224

Highway Harrison Street

Begin M.P. ____ Length ____

County Clackamas

Program Estimate $278,000

Region I

Funding Source ____

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

This project will increase the traffic capcity of the subject street section. The proposed improvements will also allow for safer traffic operations. The project is needed because areawide growth is resulting in increased traffic volumes. The purpose will be accomplished by widening Harrison Street to four lanes for a two (2) block distance west of the expressway; by providing a right turn lane (southbound) on 32nd Avenue north of Harrison Street; reconstructing the curb and sidewalk on the southside of Harrison Street between the railroad and 32nd Avenue; and installing a multiphase signal at 32nd and Harrison Street.

C. Recommended Project Category and Documentation:

Project Category		Documentation
____	1	Draft and Final EIS
____	2	Environmental Assessment and Finding of No Significant Impact
X	3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding

☐ Cultural Resource Survey

☐ Section 106 Procedures

☒ Noise Study Report

☐ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category:

Because right-of-way acquisition and impacts are minimal it is recommended that the project be classified Categorical Exclustion.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	Harrison/3-4	4
Median (Yes/No)	No	east of expressway
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	See sketch	
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)		

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.05
Estimated Number of Parcels	2-3
Residential Relocation (No.)	none
Business Relocation (No.)	none

2. Estimated Impact on Land Use:

Minor widening will convert front part of several yards to sidewalk, however, most areas are within existing RW.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

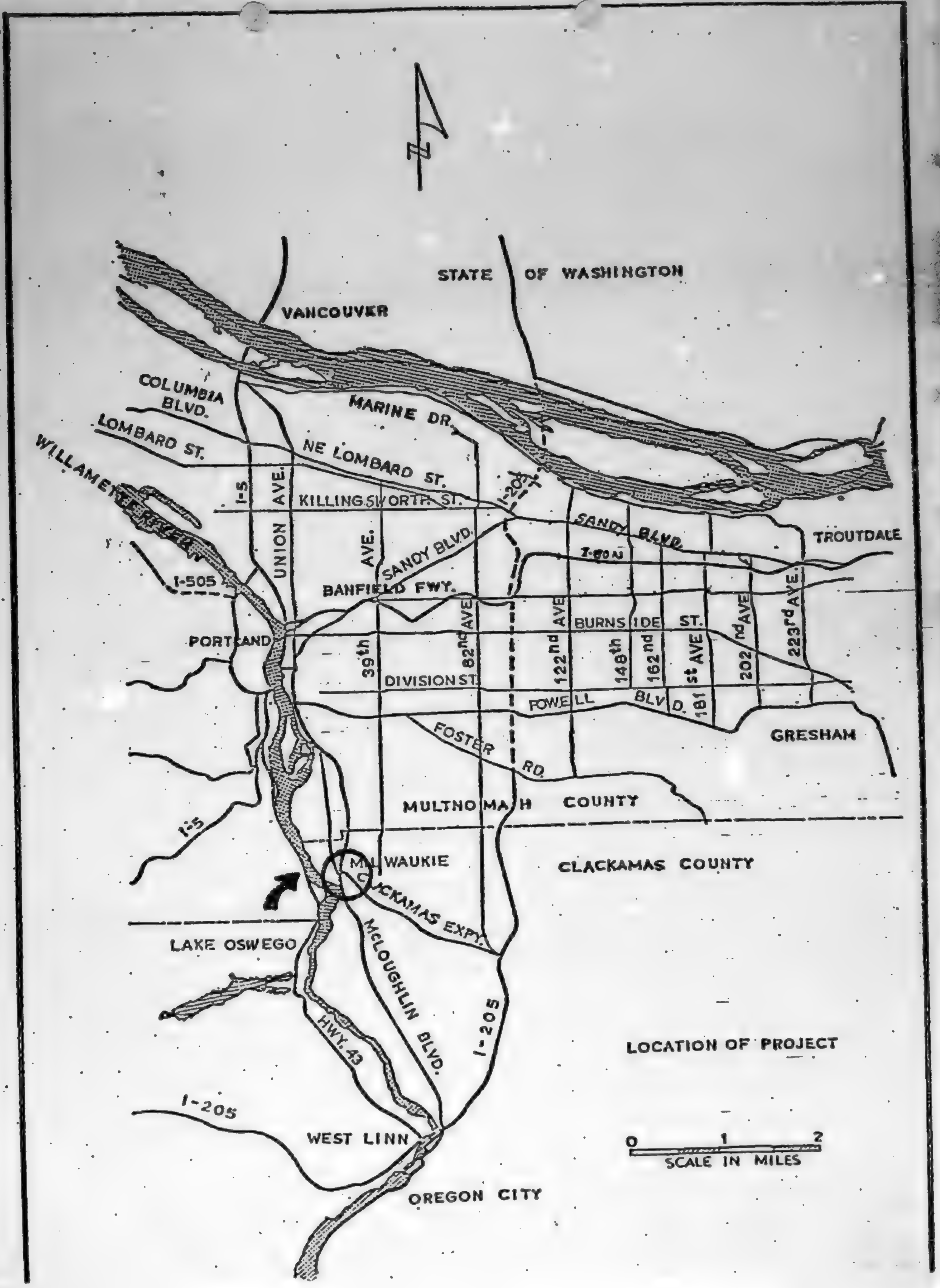
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

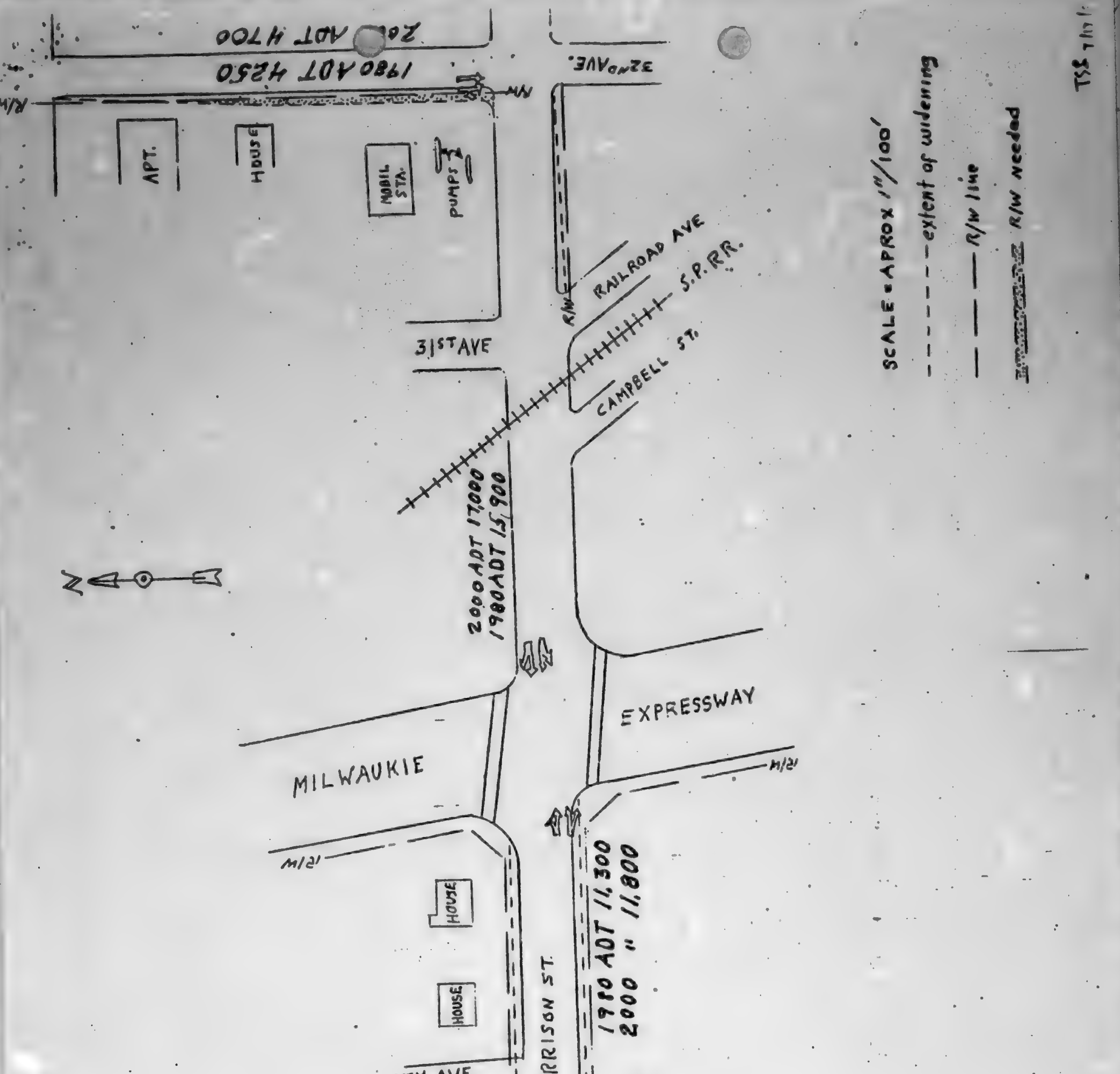
None

Name of Preparer and Phone Number: Tom Looher 238 7438



LOCATION OF PROJECT

STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE RIVER
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
TROUTDALE
39th AVE.
SANDY BLVD.
I-80N
I-505
BANFIELD FWY.
82nd AVE
122nd AVE
BURNSIDE ST.
148th
162nd
181st AVE
202nd AVE
223rd AVE.
PORTLAND
DIVISION ST.
POWELL BLVD.
FOSTER RD.
GRESHAM
MULTNOMAH COUNTY
CLACKAMAS COUNTY
I-5
MILWAUKIE
CLACKAMAS EXPY.
LAKE OSWEGO
McLOUGHLIN BLVD.
HWY. 43
I-205
I-205
WEST LINN
OREGON CITY
0
1
2
SCALE IN MILES


2000 ADT 4700
1980 ADT 4250
32ND AVE.
R/W
APT.
HOUSE
MOBIL STA.
PUMPS
RAILROAD AVE
S.P.R.R.
CAMPBELL ST.
31ST AVE
2000 ADT 17,000
1980 ADT 15,900
N
EXPRESSWAY
MILWAUKIE
R/W
HOUSE
HOUSE
HOUSE
1980 ADT 11,300
2000 " 11,800
HARRISON ST.
29TH AVE.
FUNERAL PAR.
29TH AVE
PROJECT LIMIT
R/W
R/W
SCALE = APROX 1"/100'
- - - - extent of widening
—— R/W line
▨ R/W needed
TS3 7111

9396

7/80

Clackamas Hwy - 33rd Ave
Harrison Street
City of Milwaukie
Clackamas County
Prefix 303-1906

ADDENDUM - NARRATIVE REPORT

The project as submitted does not reflect the desires of the project request. During the course of the survey it was determined that the expense of widening Harrison St westerly of the UPRR tracks could not be funded. The major item involved was R/W (a business would have been eleminated). Also one signal strain pole would have required relocation.

The survey, as submitted, is a solution worked out with the cooperation and approval of the City. Also involved were Ron Failmezger & Tom Schwab of traffic. Widening of Harrison St westerly of the Clackamas Hwy was extremely desirable. The original concept would have increased traffic conjestion in this area.

R/W estimates for widening of 33rd Ave indicated that takings on the westerly side was the least costly.

Leo A. Goldsby
Asst. Res. Engr

9396 6-80

Harrison St.
29th Ave. to 33rd Ave
City of Milwaukie

NARRATIVE REPORT

Purpose: This survey provides for the channelization of Harrison Street from 29th Ave. to Clackamas Highway and signalization of the intersection of Harrison Street with 32nd Ave.

Major Features: Harrison St. - 29th Ave. to Clackamas Hwy.

Harrison St. would be widened to 48 feet from 29th Ave. to Clackamas Hwy. on both sides for a distance of 350 feet. This widening would provide for 2 lanes each way. The median would be painted. The present curb and sidewalk would be replaced on each side. Sidewalk ramps would be installed at all intersections.

The existing driveways can be matched by depressing the back side of the new driveway aprons.

Three existing inlets would be relocated to the new curb line. One new inlet would be added at the N. E. corner of 29th Ave.

The signal sensing loops E. B. at Clackamas Hwy. would be relocated to accomodate the wider road. Westbound at Clackamas Hwy. , the signing and pavement markings would be modified to provide thru or right turn option in the curb lane.

Harrison St. - 31st Ave. to 33rd Ave.

The southeast corner of Railroad Ave. and Harrison St. would be widened 5 feet to 48 feet, tapering to 42 feet at 32nd Ave. The sidewalk in this area would be saw cut and the new curb would be constructed against the cut edge. This would assist the eastbound movement while maintaining 2 travel lanes. One inlet on the S. E. corner of 32nd Ave. would be relocated. The 2 lanes eastbound would be reduced to 1 lane approximately 90 feet east of 32nd Ave.

The westbound lane at 32nd Ave. would be widened 3 feet at the N. E. corner, tapering back to standard width in 100 feet. Two inlets in the N. E. corner would be relocated to the new curb line. The inlet in the N. W. corner of 32nd Ave. and Harrison would be removed and the existing pipe plugged. A new inlet would be constructed approximately 20 feet west of the present inlet at the new curb line. This would drain the intersection better.

The westbound lane would be maintained at 16 feet width to 31st Ave. No construction would be done on the north curb and sidewalk.

Sidewalk ramps would be constructed at Railroad Ave. and at 32nd Ave.

Harrison St.
29th Ave. to 33rd Ave.
NARRATIVE REPORT cont'

Major Features:	32nd Ave. - Llewllyn St. to Harrison St.

32nd Ave. would be tapered from 30 feet to 40 feet wide beginning at Llewellyn St. for a distance of 180 feet on the west side only. The remaining distance to Harrison St. would be 40 feet in width. This widening would provide a right turn only lane into Harrison St.

New curb and sidewalk would be constructed this entire distance. Sidewalk ramps would be constructed at Harrison St.

One new inlet would be constructed at 32nd Ave.

No change to curb or sidewalk on the east side of 32nd Ave. is required.

A painted median would seperate northbound and southbound traffic movements.

Signal: Harrison St. at 32nd Ave. would be equipped with a multiphase signal. Two luminaires would be included as part of the signal installation. The signal would be inter-tied with the railroad crossing gates and signal.

Surfacing: New surfacing would be 16 inches of aggregate base with 2 1/2 inches A. C. base and 1 ½ inches A. C. wearing course. From 29th Ave to Clackamas Hwy. the crown would be reshaped requiring additional asphalt.

Anticipated Construction Problems: Care must be exercised in trench excavation for the installation of the inlet piping as there are underground utilities throughout the entire project area.

Accesses to the adjacent properties should be provided during construction.

R/W: Three small parcels would be purchased along the west side of 32nd Ave. and one small parcel at the southeast corner of Railroad Ave. and Harrison St. would be purchased.

Harrison St.
29th Ave. to 33rd Ave.
NARRATIVE REPORT cont'

Utilities: The telephone company would be required to relocate the overhead service along the south side of Harrison St. and along the west side of 32nd Ave.

The city would be required to relocate 9 water service meters.

The gas valve and water valve accesses and all manholes would be adjusted by the contractor in the course of construction. Some of the manholes are non-standard. The city indicates that they have some adjustment rings on hand. The valve boxes in the area of the railroad are flanged at the bottom necessitating the addition of a welded ring at the top to achieve adjustment.

The power company would be required to relocate 8 poles including 3 with luminaires.

The railroad crossing would not be affected.

Safety: Traffic safety can be maintained by flagmen; however, due to the depth of the base an open trench over night should be avoided.

Signing: The city may be desirous of salvaging and re-installing the existing signing, ie: 'NO PARKING' ,etc.

3 permanent 'STOP' signs will be relocated by others.

Misc.: A brass benchmark disc set in the curb of Railroad Ave. 15 feet right of sta. 'P' 7+90 and stamped "CITY OF MILWAUKIE" will be destroyed by the construction.. The city has no record of this benchmark. It will not be re-established.

The postal service would be required to relocate one letter drop box.

R. Cameron
Res. Loc. Engr.

9396

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: June 25, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

MISC. CONTRACTS and AGREEMENTS No. 6824

SUBJECT: AGR 161
Clack. Hwy.-33rd Ave. Sec.
Harrison Street
City of Milwaukie
Clackamas County

Attached is an original for the City and a copy for your files of the subject agreement.

The project will be programmed.

NOTED
FRAN NEAVOLL

AE
mp
Attach.

cc: Ed Hardt, w/c
Finance, w/c
Comm. Services, w/orig.
Local Gov't Programs, w/c
Title, w/c
Property Management, w/c
Description, w/c

Contains Recycled Materials
81-125-1387

939

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

4-22-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9714(3)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME Clackamas

ITEM NO. 90048

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 30 '80
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4/30
Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 4/15/80	FEDERAL ROUTE NUMBER FAU 9714 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Clackamas Highway - SE 32nd Avenue (Milwaukie) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/25/80 I approve the revised Preliminary Engineering costs to a TEC of $13,300 with Federal participation limited to $11,305.

(Increase TEC $4,300 - F.F. $3,655 advice dated 4/15/80)

DATE 4/22/80	SIGNATURE OF APPROVING OFFICIAL G. K. Hoeman	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-456

9396

January 26, 1979

City of Milwaukie
City Hall
Milwaukie, OR 97222

Attention: Dorothy E. Farrell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6874

Gentlemen:

Attached for your records are fully executed copies of two agreements covering the following projects:

1) Clackamas Highway-33rd Avenue Section of Harrison Street (FAU 9714)

2) Oatfield Road (FAU 9665) at Lake Road

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

9396

December 28, 1978

City of Milwaukie
926 Main Street
Milwaukie, Oregon 97222

Attn: Mr. Harold L. Schilling
City Manager

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Clackamas Hwy.-S.E. 32nd Ave. Section of S.E. Harrison Street, Interstate Transfer project.

Financial sharing of the preliminary engineering is:

Total P.E.	$9,000.00
Federal Funds	7,650.00
Balance	$1,350.00
Local Share: $1,350.00	

Please make your check in the amount of $1,350.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

for GEZ
Gerald W. Wimer
Local Government Manager

GEZ:dmc

bc w/AD#570: Vern Skoog-Please return completed AD#570 when check is received.
Region 1 Federal Aid Engineer

9396 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Clackamas Highway- 32nd Avenue CLACK

DATE: November 28, 1978

The state has reviewed your project and reached the following conclusions:

11/30/78
cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
Region M-1 Eng.
District 2 Engineer

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC - 1 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ac | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
10-30-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
H.S.COULTER

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible] DIVISION

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 090 Due Date: NOV 24 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

gency LCDC By Linda Macpherson

7811 2 090

IV. Area Has No Plan, But Has A Compliance Schedule

This project and its related land use implications must be coordinated and consistent with local efforts to develop a comprehensive plan for the Co. of Clackamas and to reach compliance with the statewide land use goals. Clackamas has adopted a schedule and work program for reaching compliance with the statewide goals which should be recognized in coordination of this project with the jurisdiction. Consideration of the relationship between statewide goals

#12 (Transportation)

etc. and the project should receive special attention. In addition, the applicant should make every effort to ensure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

DB
11/13/78

9396

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 22, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90048
Project No. IX-9714(3)
Clackamas Hwy.-SE 32nd Ave. (Milwaukie) Section
SE Harrison St.
Clackamas County

Attached is support data consisting of PR-1 forms and project maps.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $9,000 with obligation of Federal funds of $7,650.

2) Authorization to proceed with all phases of Preliminary Engineering including utility and railroad preparatory work.

These requests are based on Governor Straub's letter, dated October 20, 1978, to Mr. G. L. Green, Division Administrator.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R2067

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. November 22, 1978

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) St., SR 224 to SE 32nd Ave. (Milwaukie)	ADT	PRESENT 14,200	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX- NUMBER 9714

CARD	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Clackamas
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U FEDERAL-AID 9714 STATE Street* U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.15	9,000	7,650	---	1,350
5					ROW				(10,000)			
5					CONST (CODE)		"Clackamas Hwy.-SE 32nd Ave. (Milwaukie) Sec."		(98,000)			

ESTIMATED PROJECT COST BY PHASES

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG		0.15	9,000	7,650	---	1,350
1	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23)	(24) (33)	REMARKS	

*SE Harrison St.

over

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

November 22, 1978

CT LOCATION (45 typewriter spaces) SR 224 to SE 32nd Ave. (Milwaukie)	ADT	PRESENT 14,200	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823	ITEM NO. 90048

ORK (35 typewriter ngineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9714	SEQ. NO. (3)	I. Projects Only POST MI.	DESIG.

ostitutions General Funded

COUNTY NAME: Clackamas CODE: 005

ROUTE NO. U FEDERAL-AID: 9714 STATE: Street* U.S.: ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
E		"Clackamas Hwy.-SE 32nd Ave. (Milwaukie) Sec."	0.15	9,000	7,650	---	1,350	Util. & RR Prep. work.
OW				(10,000)				ROW-60' normal; Access Control-none; Parking Restrictions-complete.
NST ODE)				(98,000)				
JLG		PROJECT TOTALS	0.15	9,000	7,650	---	1,350	

OVAL DATES 10-18-78

REMARKS

*SE Harrison St.

over

USCOMM DUSCOMM-DC 48905-P61

CLACKAMAS HWY.-SE 32nd AVE. (MILWAUKIE) SECTION
PROJECT NO. IX-9714(3)

Existing Facility:
SR 224 to RR Tracks -- 48' bit. surf. curbed section accommodating 2 E. bd. lanes and 2 W. bd. lanes with walks both sides.
RR Tracks to 32nd -- 42' bit. surf. curbed section accommodating 2 E. bd. lanes and 1 W. bd. lane with walks both sides.
Signalization -- at SR 224 one phase of Harrison Street traffic actuated.
Railroad -- See below under "Railroad Crossing Data".

Adjacent Sections:
W. End -- Jct. SR 224 (Clackamas Hwy.)
E. End -- 36' bit. surf. curbed section.

Project Data: The work consists of all phases of preliminary engineering including utility and railroad preparatory work for future widening and overlay of raodway for channelization to accommodate 5 lanes on the westerly end, 4 lanes on the easterly end and improved signalization at SR 224 and SE 32nd Ave.

Railroad Crossing Data:

Crossing No. --	C-764.30
Name of Railroad --	SPT Co.
No. of Tracks --	One
No. of Trains --	32/day (26 freight-4 switch-2 passenger)
No. of High-Speed Trains --	None
Existing Crossing Protection --	Flashing lights with gongs and auto short-arm gates.
Railroad Benefits --	None
Proposed Crossing Protection --	No change

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 6, 1978.

FHPM 4-1-4 Requirements:
a) State Clearinghouse -- A-95 review approved
b) District 2 Clearinghouse -- A-95 review satisfied throu
of project in CRAG TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Pl
b) Location/Design -- not a factor in the development of

NOTE: 1) This project is in Congressional District No.
2) Included in CRAG FY 79 TIP/AE on page 134, lin

(MILWAUKIE) SECTION

it. surf. curbed section accommodating 2 E.
anes with walks both sides.
. surf. curbed section accommodating 2 E.
ane with walks both sides.
ne phase of Harrison Street traffic actuated.
"Railroad Crossing Data".

amas Hwy.)
bed section.

sts of all phases of preliminary engineering
ad preparatory work for future widening and
elization to accommodate 5 lanes on the westerly
end and improved signalization at SR 224 and

C-764.30
SPT Co.
One
32/day (26 freight-4 switch-2 passenger)
None
n -- Flashing lights with gongs and auto short-arm gates.
None
n -- No change

ter Developments, Historical and
nvolved.

onmajor action project concurred in by FHWA on

FHPM 4-1-4 Requirements:
a) State Clearinghouse -- A-95 review approved________________.
b) District 2 Clearinghouse -- A-95 review satisfied through inclusions of project in CRAG TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY 79 TIP/AE on page 134, line 316.

934b

2.

November 16, 1973

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the November 28 meeting will be nine requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone submitted three requests. 1) A $127,500 project to widen and improve a 0.76 mile segment of Webster Road, 2) a $50,000 project to signalize the intersection of S.E. 82nd Drive and Oatfield Road, and 3) a $10,000 project to widen Webster Road at Swanson Loop for transit vehicles and riders, have been requested.

Two requests were received from Milwaukie. One is for a $117,000 project to widen and channelize the intersection of Harrison Avenue and 32nd - 33 Avenue and install traffic signals, the other is for a $116,000 project to realign 34th Avenue and Oatfield Road at Lake Road and signalize the intersection.

Portland is requesting a $433,200 project consisting of a series of small projects, mainly at intersections, on a 4.55 mile segment of S.E. Division Street.

Clackamas County submitted two requests. One is for a $39,000 project to widen the existing roadway and realign curves on Thiessen Road, the other is for a $62,000 project to widen both sides of Jennings Avenue to accommodate pedestrian and bicycle traffic.

The request from Washington County is for a $1,500,000 project to straighten the Tualatin Valley Highway between S.W. 182nd Avenue and S.W. 187th Avenue, and install an eight-phase signal at the intersection of Tualatin Valley Highway and S. W. 185th Avenue.

Interstate Transfer funds for these projects are estimated at $2,086,495, with Local Government providing all of the required $368,205 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

CITY OF MILWAUKIE
Proposed Interstate Transfer Project

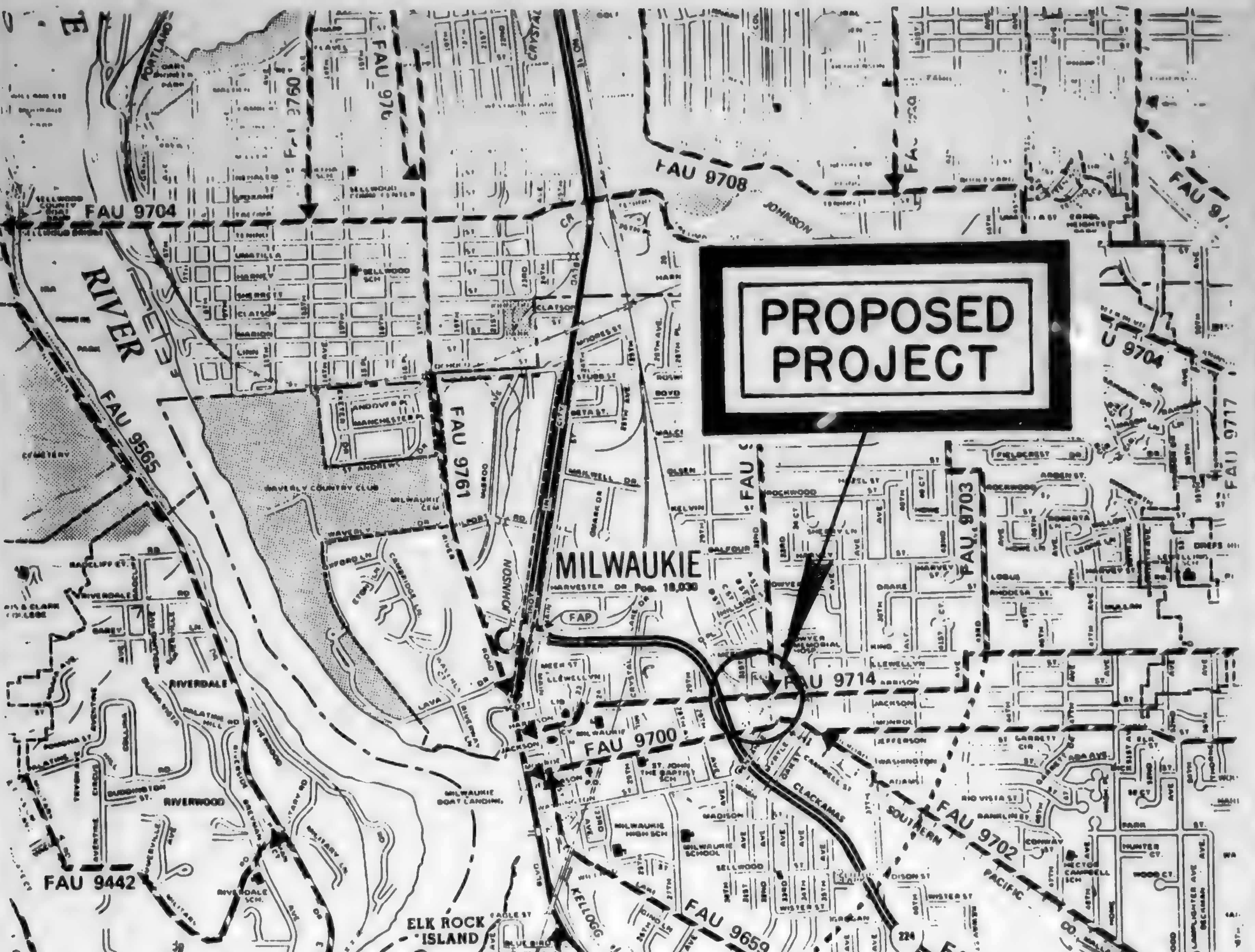
Clackamas Highway - 33rd Avenue Section
Harrison Avenue, FAU 9714
Grade, Pave, Signals, Illumination, Sign and Stripe
0.15 miles
$117,000

This project consists of; widening Harrison Avenue to 5 lanes at Clackamas Highway; widening and channelizing the intersection of Harrison Avenue and 32nd Avenue; installing traffic actuated signals at the Harrison Avenue and 32nd Avenue intersection and interconnecting to existing signals at Clackamas Highway and the Southern Pacific Railroad signals; and placing an asphaltic concrete overlay over the entire length of the project.

Additional right-of-way is required and will be included in the participating costs of the project.

State will perform preliminary and construction engineering.

78-h
11-15-78


PROPOSED PROJECT
MILWAUKIE
RIVER
FAU 9704
FAU 9708
FAU 9760
FAU 976
FAU 9565
FAU 9761
FAU 9703
FAU 9714
FAU 9700
FAU 9702
FAU 9717
FAU 9442
FAU 9659
FAU 9703
FAP 74
FAU 9671
FAU 9684
FAU 9665
FAU 9682
FAU 9690
FAU 9692
FAU 9506
FAU 9680
ELK ROCK ISLAND
WAVERLY COUNTRY CLUB
MILWAUKIE HIGH SCH
CLACKAMAS
SOUTHERN PACIFIC CO.
KELLOGG
JOHNSON
RIVERDALE
RIVERWOOD
DUNTHORPE
BRIARWOOD
OAK GROVE
LAKEWOOD BAY
NORTH CLACKAMAS PARK
MT. SCOTT
CREEK
CEMETERY
224

9396 (#2)

2.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 15, 1978

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

DE Swan

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Clackamas Hwy-33rd Avenue (Milwaukie)
Highway: Harrison Street, FAU-9714
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 15, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 Maury Payne
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 16 '78
REFER TO
FOR
Info | Inves | R/D | O K | Sigr | A.I | File

NOTED
H.S. COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02	12) APPLICANT [45 Department of Transportation	46) DIVISION [79 Highway
03	12) APPLICANT ADDRESS STREET [45 O'DOT Building	46) CITY [60 Salem — 76) ZIP [80 97310
04	12) CONTACT PERSON [45 D. H. Moehring	46) AREA CODE [48 503 — 49) PHONE [55 378 — 56) EXTENSION [59 6563
01	12) PROJECT TITLE [71 Clackamas Hwy. - 33rd Avenue (Milwaukie)	
11	12) PROJECT LOCATION—CITY Harrison Street FAU-9714	PROJECT LOCATION—COUNTY Clackamas — PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 12) To improve transportation safety and trafffic flow conditions by widening and channelizing roadway and installing multi-phase signal at 32nd Avenue. [71

07 12) [71

08 12) Widen East leg of Harrison Street at Highway 224 to 5 lanes. Install traffic signals, widen and channelize intersection of Harrison and 32nd Avenue. Provide [71

09 12) advance lane use signing on East approach to Highway 224 and on West approach to 32nd Avenue. Provide safety overlay over entire length of project. [71

10 12) [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12) (A) Grant [19	20) (B) Other [27	28) (C) State [35	36) (D) Local [43	44) (E) FUNDS [51	52) (F) FUNDS [60
	100,620	- - -	- - -	16,380	- - -	117,000

13	12) TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46) TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12) FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12) FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46) FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41) MONTH [42 December	43) DAY [44 15	45) YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: TIP

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-9714(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 25, 1978

Section Clackamas Hwy. - 33rd Avenue

Unit (if appl)

County Clackamas

City Milwaukie

Highway Harrison Street

State Hwy. No. 171

Termini: M.P.(if appl)

Length 0.15 miles

Region I

Construction Estimate $117,000.00 FAU
Program Amount

B. Purpose of Project:

To improve transportation safety and traffic flow conditions by widening and channelizing roadway and installing multi-phase signal at 32nd Avenue.

C. Origin & History of Project:

Harrison Street is a minor arterial and 32nd Avenue is a collector. The suggested improvements are from the "Roadway and Traffic Safety Management Plan" done for the City in 1977-78 by Transportation Planning and Management, Inc. and funded through the Oregon Traffic Safety Commission.

D. General Description of Project:

Widen east leg of Harrison Street at Highway 224 to 5 lanes. Install traffic signals, widen and channelize intersection of Harrison and 32nd Avenue. Provide advance lane use signing on east approach to Highway 224 and on west approach to 32nd Avenue. Provide safety overlay over entire length of project.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 4 W. of RR 3 E. of RR; Med. None; Shldrs. None; Parking None

Proposed: No. Lanes 4 ; Med. None; Shldrs. None; Parking None

Traffic: Existing Facility: Existing ADT 14,200 ; Projected ADT 19,800 ; Yr. 1999

Existing Level of Service ______

Proposed Facility: Projected ADT 19,800 ; Yr. 1999

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.05 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Material will be available from Local Commercial suppliers. Waste material will be dumped in local dump site, to be determined if necessary.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

High priority in T.S.M. Improvements

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build option

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area surrounding the project is commercial. Topography is flat with a slight drop west of the railroad tracks. The area is almost entirely asphalt and concrete.

2. Cultural:

The area adjacent to the project is commercial. A hospital is located approximately one-quarter mile to the north on 32nd Avenue and a large plywood plant is located on 31st just north of Harrison Street.

UTILITIES:

Power: Portland General Electric
Gas: Northwest Natural Gas
Communication: Pacific Northwest Bell Telephone
Water: City of Milwaukie
Sewer: City of Milwaukie

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   Possible condemnation required to acquire property from Mike's Drive-In (fast food place) and the Mobil Service Station. Should not affect customer use of either business. Mike's Drive-In would probably lose one parking stall, and the Mobil station would probably have to have its pump islands moved. There is adequate space to allow this.
2. Estimated Impact on Traffic Patterns:

   The addition of the third westbound lane on the east approach to Highway 224 will allow a refuge for the left turn movement and allow the straight through movement without the delay caused by left turns.
   The project will also improve flow at 32nd Avenue.
   Consequences--Air Quality, Noise, Safety, etc.:

   No effect on air quality or noise. Safety will be greatly improved with new signal at 32nd Avenue.

3. Estimated Impact on Land Use:

   City of Milwaukie comprehensive plan will have governing effects on land use.

   Consequences:

   None anticipated

4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

   None anticipated

5. Expected Impact on Cultural and Scenic Resources:

   None

   Consequences:

   None anticipated

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Since the proposed improvements would improve capacity of this section it should produce a minor improvement in air quality. An indirect source construction permit is not required.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

No change evident

d. Area Land Use and Transportation Plans, and Zoning

In compliance with City of Milwaukie comprehensive plan.

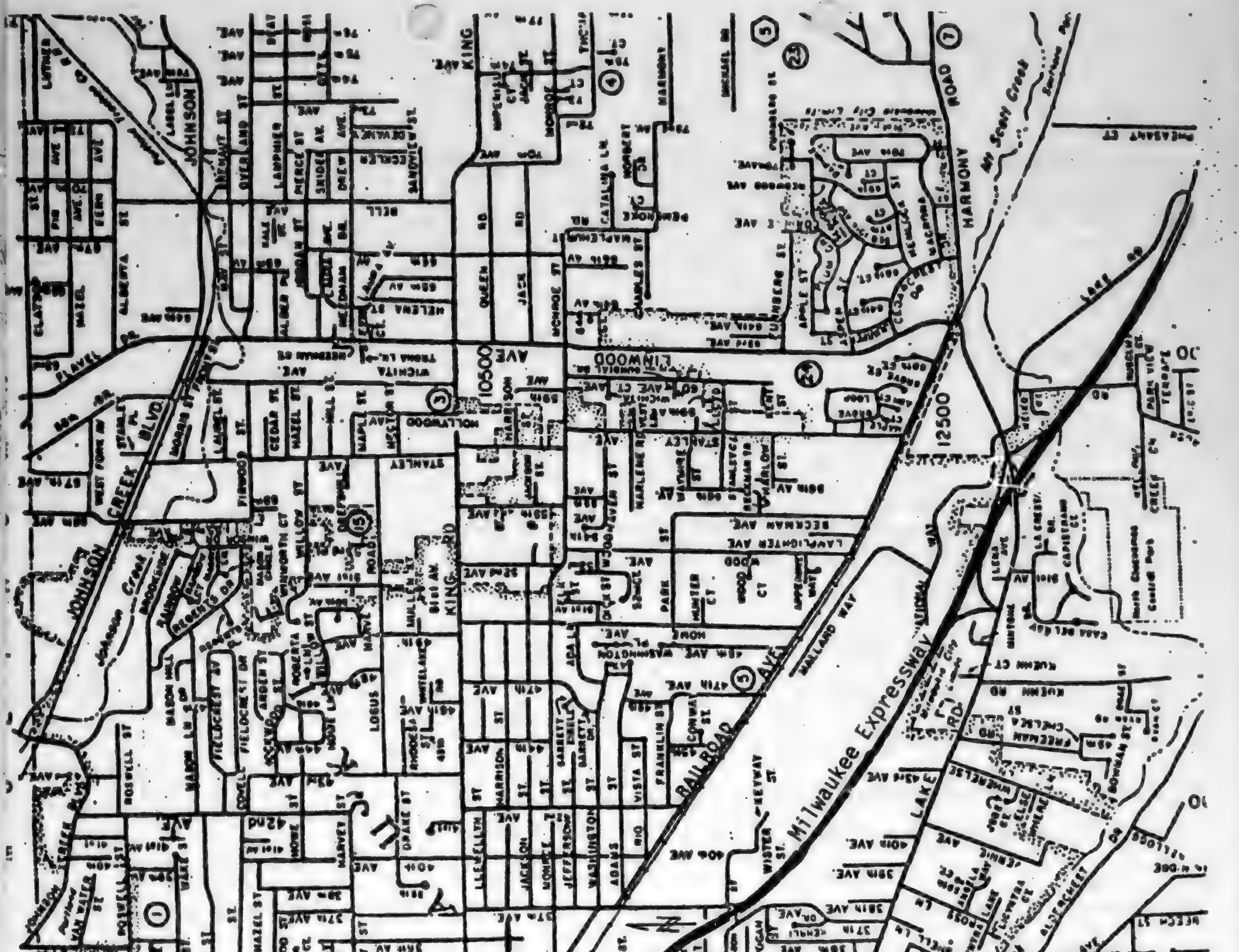
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D & FEIS	___ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

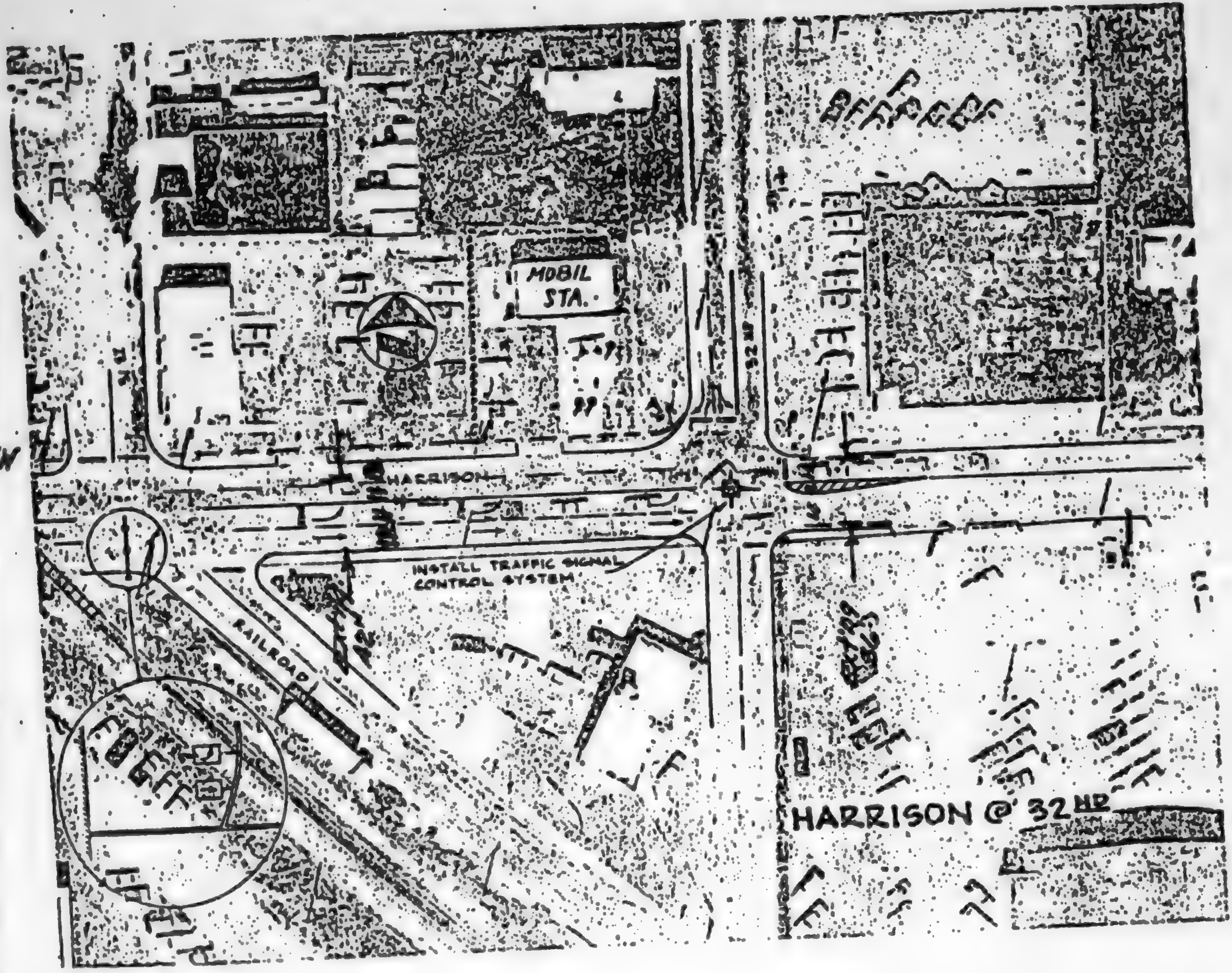
Basis for Type of Action and Documentation:

Since the project would have only local, temporary, or minor impact on the human environment, it is recommended that it be an assessment only action.

D. Recommended Project Category: ___ 1 ___ 2 _X_ 3 ___ 4



PROJECT LOCATION
Harrison Ave.
Milwaukee Expressway
RAILROAD AVE
McLOUGHLIN BLVD.
JOHNSON CREEK BLVD
Johnson Creek
32nd Ave.
42nd
LAKE RD
RIVER RD
KING RD
HARMONY ROAD
LINWOOD
10500
12500
Kellogg Lake
Kellogg Creek
Elk Rock Island
McLOUGHLI


MOBIL STA.
32ND
HARRISON
INSTALL TRAFFIC SIGNAL CONTROL SYSTEM
RAILROAD
HARRISON @ 32ND

9394 (#2)

2.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 30, 1978

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Clackamas Hwy.-32nd Ave.
Highway: FAU-9714, Harrison Street
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be November 30, 1978

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 1 '78
REFER TO
Info [illegible] R/D [illegible] Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Clackamas Hwy. - 32nd Ave.			
11	12] PROJECT LOCATION—CITY FAU-9714 Harrison Street	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION [79 SEC: T: R:	

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] To improve transportation safety and traffic flow conditions by widening and [71

07 12] channelizing roadway and installing multi-phase signal at 32nd Avenue. [71

08 12] Widen East leg of Harrison Street at Highway 224 to 5 lanes. Install traffic signals, widen and channelize intersection of Harrison and 32nd Avenue. Provide [71

09 12] advance lane use signing on East approach to Highway 224 and on West approach to 32nd Avenue. Provide safety overlay over entire length of project. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
100,620	- - -	- - -	16,380	- - -	117,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 November 43] DAY [44 30 45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: TIP

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

IX-9714(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Milwaukie Expressway (Ore 224)- 32nd Avenue
Date October 25, 1978
Unit (if appl)
County Clackamas
City Milwaukie
Highway Harrison Street
State Hwy. No. 171
Termini: M.P.(if appl)
Length 0.15 miles
Region I
Construction Estimate $117,000.00 FAU
Program Amount

B. Purpose of Project:

To improve transportation safety and traffic flow conditions by widening and channelizing roadway and installing multi-phase signal at 32nd Avenue.

C. Origin & History of Project:

Harrison Street is a minor arterial and 32nd Avenue is a collector. The suggested improvements are from the "Roadway and Traffic Safety Management Plan" done for the City in 1977-78 by Transportation Planning and Management, Inc. and funded through the Oregon Traffic Safety Commission.

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Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 4 W. of RR 3 E. of RR; Med. None; Shldrs. None; Parking None
Proposed: No. Lanes 4; Med. None; Shldrs. None; Parking None

Traffic: Existing Facility: Existing ADT 14,200; Projected ADT 19,800; Yr. 1999
Existing Level of Service ______

Proposed Facility: Projected ADT 19,800; Yr. 1999
Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 0.05; Type of Relocation Req. None; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Material will be available from Local Commercial suppliers. Waste material will be dumped in local dump site, to be determined if necessary.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

High priority in T.S.M. Improvements

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build option

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area surrounding the project is commercial. Topography is flat with a slight drop west of the railroad tracks. The area is almost entirely asphalt and concrete.

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The area adjacent to the project is commercial. A hospital is located approximately one-quarter mile to the north on 32nd Avenue and a large plywood plant is located on 31st just north of Harrison Street.

UTILITIES:

Power: Portland General Electric
Gas: Northwest Natural Gas
Communication: Pacific Northwest Bell Telephone
Water: City of Milwaukie
Sewer: City of Milwaukie

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Possible condemnation required to acquire property from Mike's Drive-In (fast food place) and the Mobil Service Station. Should not affect customer use of either business. Mike's Drive-In would probably lose one parking stall, and the Mobil station would probably have to have its pump islands moved. There is adequate space to allow this.

2. Estimated Impact on Traffic Patterns:

   The addition of the third westbound lane on the east approach to Highway 224 will allow a refuge for the left turn movement and allow the straight through movement without the delay caused by left turns.
   The project will also improve flow at 32nd Avenue.

   Consequences--Air Quality, Noise, Safety, etc.:

   No effect on air quality or noise. Safety will be greatly improved with new signal at 32nd Avenue.

3. Estimated Impact on Land Use:

   City of Milwaukie comprehensive plan will have governing effects on land use.

   Consequences:

   None anticipated

4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

   None anticipated

5. Expected Impact on Cultural and Scenic Resources:

   None

   Consequences:

   None anticipated

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Since the proposed improvements would improve capacity of this section it should produce a minor improvement in air quality. An indirect source construction permit is not required.

b. Noise Standards

A noise study report will be prepared.

c. Water Quality Standards

No change evident

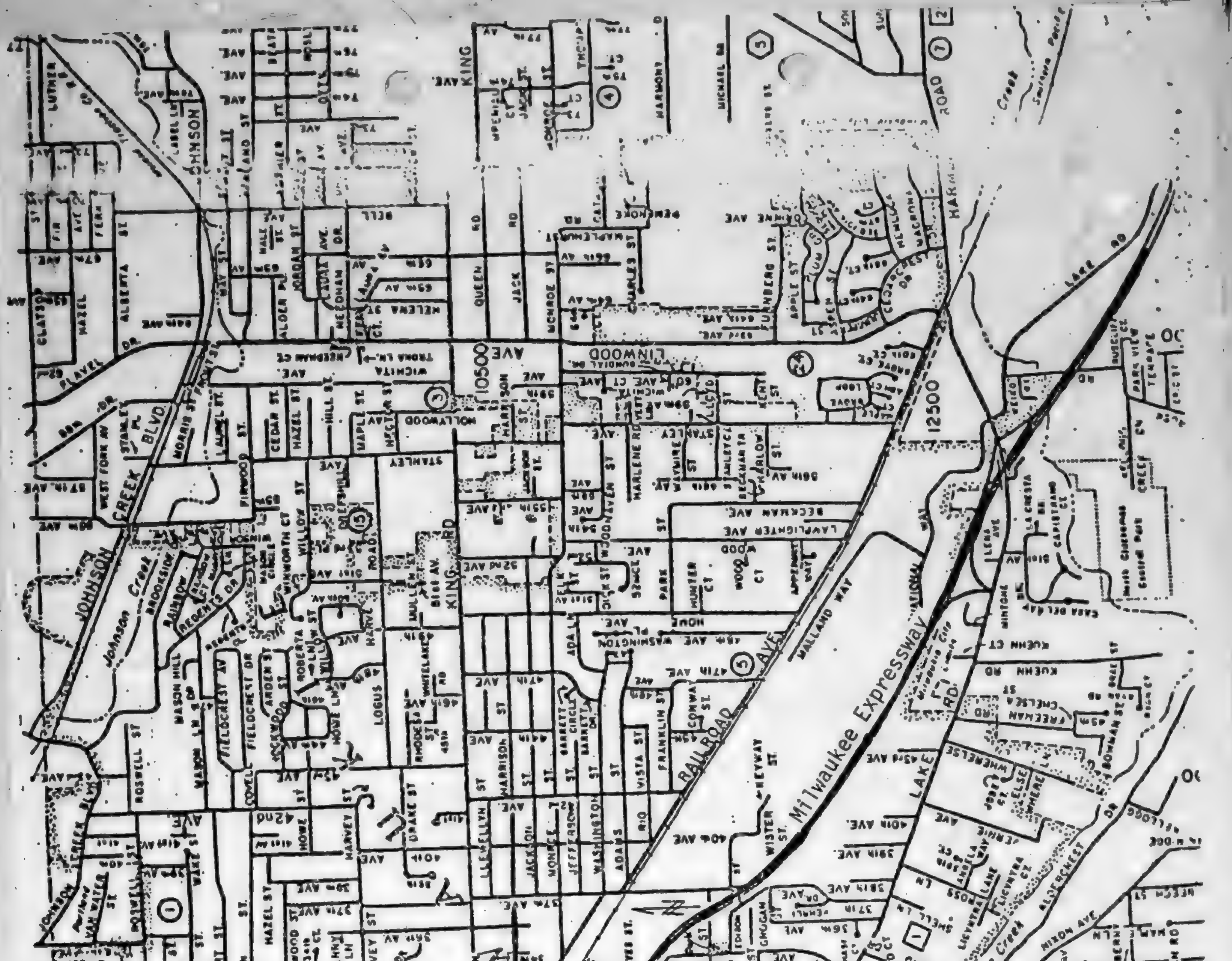
d. Area Land Use and Transportation Plans, and Zoning
In compliance with City of Milwaukie comprehensive plan.

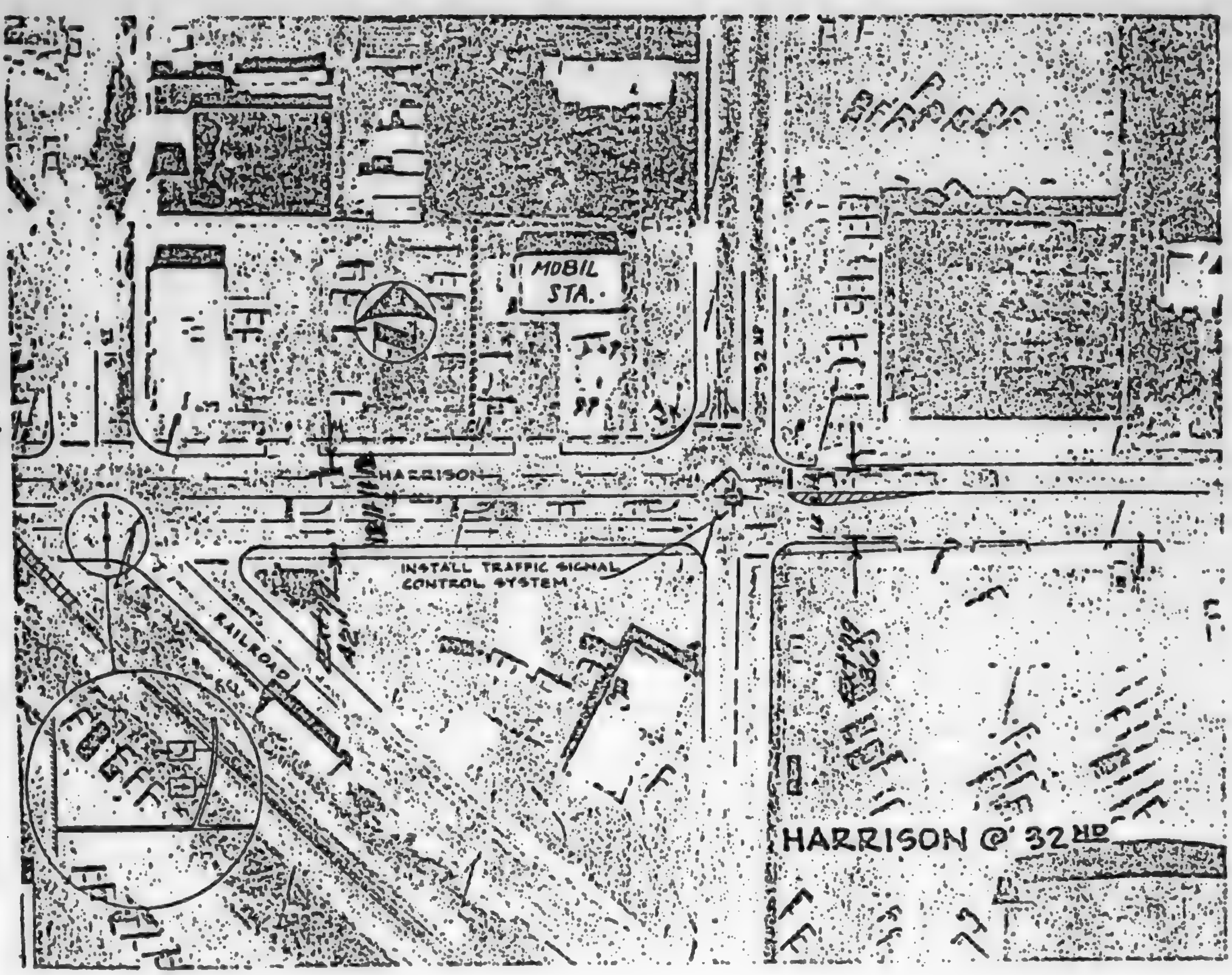
C. Recommended Type of Action and Documentation:

MAJOR ACTION		NON-MAJOR ACTION
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since the project would have only local, temporary, or minor impact on the human environment, it is recommended that it be an assessment only action.

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


PROJECT LOCATION
Harrison Ave.
Milwaukee Expressway
RAILROAD AVE.
32nd Ave.
McLOUGHLIN BLVD
US 99E
Johnson Creek
JOHNSON CREEK BLVD
LINWOOD AVE
KING RD
LAKE RD
RIVER RD
Kellogg Lake
Kellogg Creek
Elk Rock Island
HARMONY
10500
12500
17th AVE
42nd AVE
40th AVE
37th AVE
LOGUS RD
HOME AVE
WASHINGTON ST
MONROE ST
JACKSON ST
ADAMS ST
HARRISON ST
HARVESTER DR
MAILWELL DR
OCHOCO ST
CLATSOP ST
LAKEWOOD DR
NORTHVIEW DR
OATFIELD RD
GUILFORD
HOLLYWOOD
STANLEY AVE
QUEEN RD
JACK RD
MONROE ST
LAMPLIGHTER AVE
BECKMAN AVE
KUEHN RD
RIVERWAY LN
CAMBRIDGE LN
WAVERLY DR



MOBIL STA.
32ND
HARRISON
INSTALL TRAFFIC SIGNAL CONTROL SYSTEM
RAILROAD
42ND
HARRISON @ 32ND

9396

bc: F. B. Klaboe
Dave Moehring
Bob Bothman
Vickie Gates

October 20, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use Interstate Transfer funds for two highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mount Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Federal Funds	Local Matching Funds
Clackamas Hwy.-33rd Ave. Harrison St. (Milwaukie)	P.E. R/W & Constr.	$100,000	$17,000
Pac. Hwy. Ea.-Oatfield Rd. Jennings Ave.	P.E. and Constr.	$ 53,000	$ 9,000

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate those funds as they are authorized by the Columbia Region Association of Governments.

Sincerely,

Governor

Enclosures
cc: Columbia Region Association

bc: Department of Transportation

9396

STATE OF OREGON

TECHNICAL SERVICES DEPT. 238-8231 TELEPHONE

INTEROFFICE MEMO

TO: D.H. MOEHRING, Manager Attn: D.E. SWAN
Project Management

DATE: October ~~11~~ 17, 1978

FROM: K.D. LIMBOCKER
Metro Location-Design Engineer

SUBJECT: ~~Milwaukie Expressway~~ Clackamas Hwy. - 33rd Avenue
Harrison St(FAU 9714)
City of Milwaukie
Clackamas County
Planning File 78-92

to Terpin
10-17-78

Here is our programming packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, federal aid project request, environmental assessment, and a traffic signal warrant comparison.

This is an e(4) project. This improvement is one part of the Gladstone-Milwaukie Subarea TSM project as listed in the CRAG TIP.

Please program $9,000 for preliminary engineering at this time.

js

attachments

cc: F.E. Terpin
Technical Services (8)

10-17-78
CC TO SWAN

Terpin has survey data, in his office, which was prepared under an old TOPICS project. He won't approve survey authorization as submitted

PROJECT MANAGEMENT
PME ☐ CCE ☐ O[illegible] ☐
LGE ☐ [✓ FAE ☐] C[illegible] ☐
OCT 1[illegible] 1978
File: PM FA
LG GP
T&A

ok

61-125-1387

Form E-39 (Rev. 9-71)

9396

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-92

AUTHORITY FOR SURVEY

Section Clackamas Hwy ~~MILWAUKIE EXPRESSWAY~~ - 33rd AVENUE

Date October 9, 1978

Highway Harrison St. (FAU 9714)

Authorization No. 1

County Clackamas

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of existing Harrison St. (FAU 9714) extending from the Milwaukie Expressway (Hwy. 224) to 33rd Ave. Total length is 0.15 miles.

Proposed: Widen Harrison St. at Hwy. 224 to 5 lanes, signalize, widen and channelize the intersection of Harrison and 32nd Ave. Additional advanced signing and overlay the entire project.

Purpose of survey: City of Milwaukie to handle any citizen involvement.

State to perform field survey, prepare plans, specifications, estimate of cost. and complete PS&E.

Funding e(4)
Category 3NM

		Estimate of Cost
Field Survey	(901)	6,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	1,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . $ 9,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

MAX KLOTZ by

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

.... Location Engineer

Approved:

....

SP*23604-734

9396

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section ~~Milwaukie Expressway~~ Clackamas Hwy. - 33rd Avenue Date October 9, 1978

Highway Harrison St. (FAU 9714) County Clackamas

Existing Facility

Access control? None parking restrictions? Complete

Airport within 2 miles? No name

Water development in the area? None involved

Recreation areas None involved

Historical areas None involved

Roadway: no. lanes 3-4 paved shoulders? None

pavement width 36' - 48'

Structures: MP description

None

Signals: location Milwaukie Expressway (Hwy. 224)

Descriptions of adjacent sections

end:

end:

Railroad crossings

Name of railroad Southern Pacific no. of tracks 1

Number of trains no. of hi-speed trains

Present protection Grade crossing gate

Proposed protection Same

Railroad benefits

9396 CHA0001 2

Form ?-39 (Rev. ?-?1)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-92

AUTHORITY FOR SURVEY

Section: Clackamas Hwy ~~MILWAUKIE EXPRESSWAY~~ - 33rd AVENUE

Highway: Harrison St. (FAU 9714)

County: Clackamas

Date: October 9, 1978

Authorization No. 1

Survey Prefix: 303-1906 (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of existing Harrison St. (FAU 9714) extending from the Milwaukie Expressway (Hwy. 224) to 33rd Ave. Total length is 0.15 miles.

Proposed: Widen Harrison St. at Hwy. 224 to 5 lanes, signalize, widen and channelize the intersection of Harrison and 32nd Ave. Additional advanced signing and overlay the entire project.

Purpose of survey: City of Milwaukie to handle any citizen involvement.

State to perform field survey, prepare plans, specifications, estimate of cost, and complete PS&E.

IX-9714(3)
2-8-79

Funding e(4)
Category 3NM

		Estimate of Cost
Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	500
Soils & Geology	(910)	500
Traffic	(911)	1,500
Landscape	(912)	
Liaison R/W	(913)	500
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 7,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
K. D. Limbocker
K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:
MAX KLOTZ by K. D. L
M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Tech. Serv. Mgr.

SP*23604-734

9396

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

1. GENERAL INFORMATION

A. Project Identification:

Date October 5, 1978
Section
Unit (if appl)
County Clackamas
City Milwaukie
Highway Harrison Street
State Hwy. No.
Termini: M.P.(if appl) Highway 224, through 32nd Ave
Length 0.15 Miles
Region I
Construction Estimate $117,000.00 FAU Program Amount

B. Purpose of Project:

To improve transportation safety and traffic flow conditions by widening and channelizing roadway and installing multi-phase signal at 32nd Ave.

C. Origin & History of Project:

Harrison Street is a minor arterial and 32nd Ave. is a collector.
The suggested improvements are from the "Roadway and Traffic Safety Management Plan" done for the City in 1977-78 by Transportation Planning and Management, Inc. and funded through the Oregon Traffic Safety Commission.

D. General Description of Project:

Widen east leg of Harrison Street at Hwy.224 to 5 lanes. Install traffic signals, widen and channelize intersection of Harrison and 32nd Ave. Provide advance lane use signing on east approach to Hwy. 224 and on west approach to 32nd Ave. Provide safety overlay over entire length of project.

Alignment: New ______ Existing X ______ Combined ______
Typical Section: Existing: No. Lanes 3 E.of RR / 4 W.of RR; Med. None; Shldrs. None; Parking None
Proposed: No. Lanes 4; Med. none; Shldrs. none; Parking none
Traffic: Existing Facility: Existing ADT 14,200; Projected ADT 19,800; Yr. 1999
Existing Level of Service ______
Proposed Facility: Projected ADT 19,800; Yr. 1999
Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.05 ; Type of Relocation Req. None ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:
Material will be available from Local Commercial suppliers. Waste material will be dumped in local dump site, to be determined if necessary.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

High priority in T.S.M. Improvements

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

No build option

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The area surrounding the project is commercial. Topography is flat with a slight drop west of the railroad tracks. The area is almost entirely asphalt and concrete.

2. Cultural:

The area adjacent to the project is commercial. A hospital is located approximately one-quarter mile to the north on 32nd Ave. and a large plywood plant is located on 31st just north of Harrison Street.

UTILITIES:
Power: Portland General Electric
Gas: Northwest Natural Gas
Communication: Pacific Northwest Bell Telephone
Water: City of Milwaukie
Sewer: City of Milwaukie

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Possible condemnation required to acquire property from Mike's Drive-in (fast food place) and the Mobil Service Station. Should not effect customer use of either business. Mike's Drive-In would probably lose one parking stall, and the Mobil station would probably have to have its pump islands moved. There is adequate space to allow this.

2. Estimated Impact on Traffic Patterns:

The addition of the third westbound lane on the east approach to Highway 224 will allow a refuge for the left turn movement and allow the straight through movement without the delay caused by left turns.

The project will also improve flow at 32nd. Ave.

Consequences--Air Quality, Noise, Safety, etc.:

No effect on air quality or noise. Safety will be creatly improved with new signal at 32nd. Ave.

3. Estimated Impact on Land Use:

City of Milwaukie comprehensive plan will have governing effects on land use.

Consequences:

None anticipated

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

None anticipated

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None anticipated

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Since the proposed improvements would improve capacity of this section it should produce a minor improvement in air quality. It is therefore consistent with clean air plans.

b. Noise Standards
No significant change

c. Water Quality Standards

No change evident

d. Area Land Use and Transportation Plans, and Zoning

In compliance with City of Milwaukie comprehensive plan

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

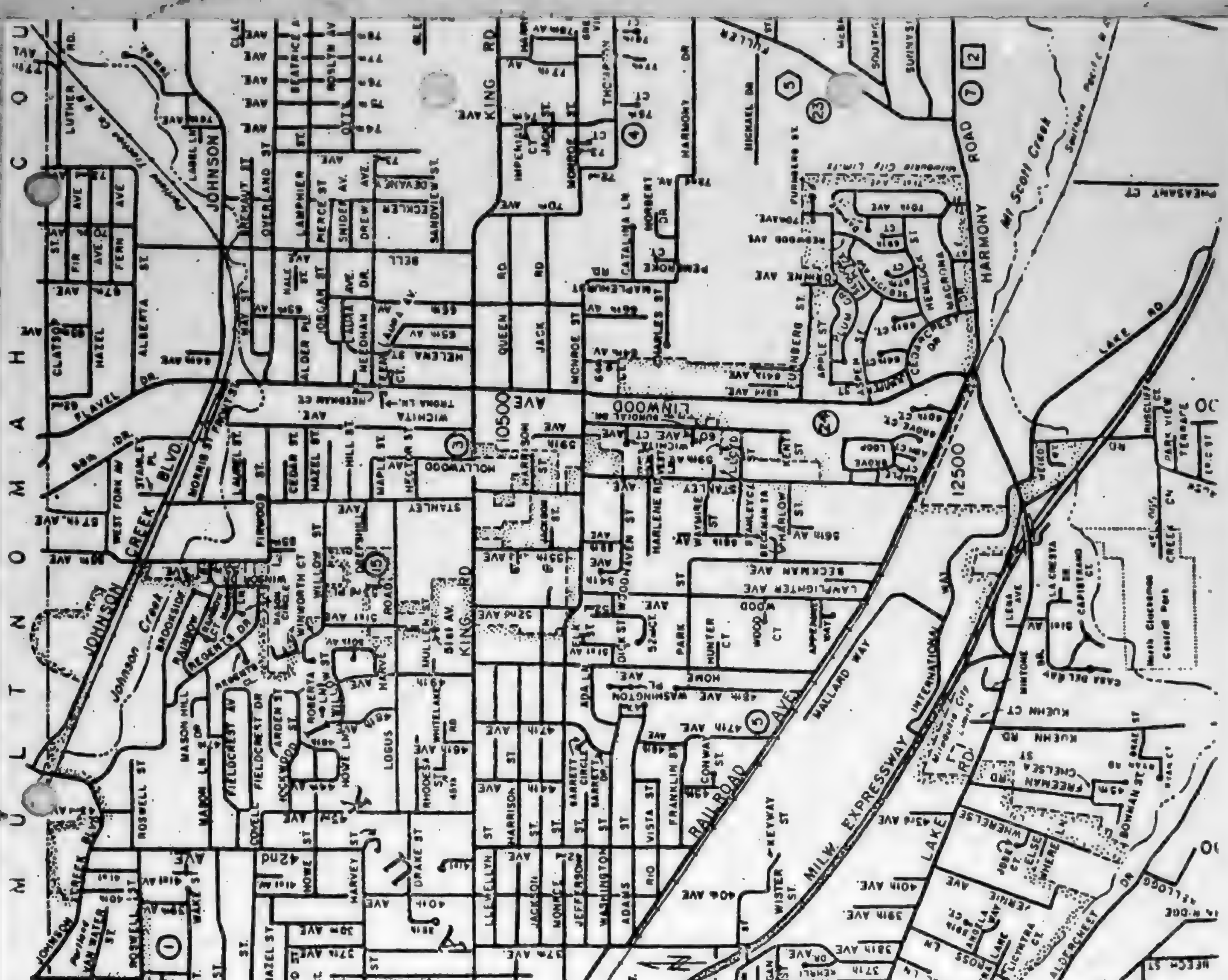
____ D & FEIS ____ D & F Neg.Dec. __X__ ASSESSMENT ONLY

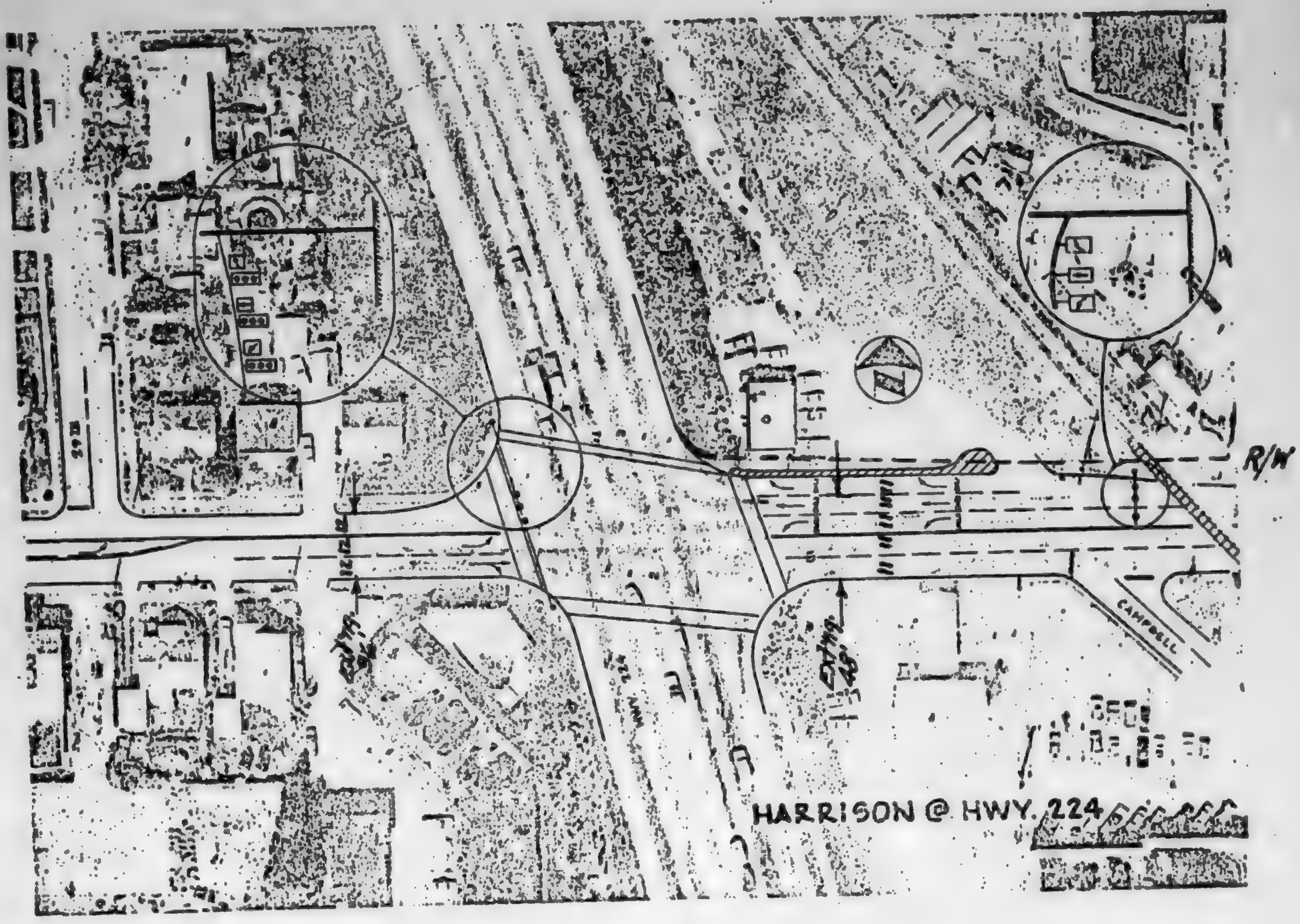
____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

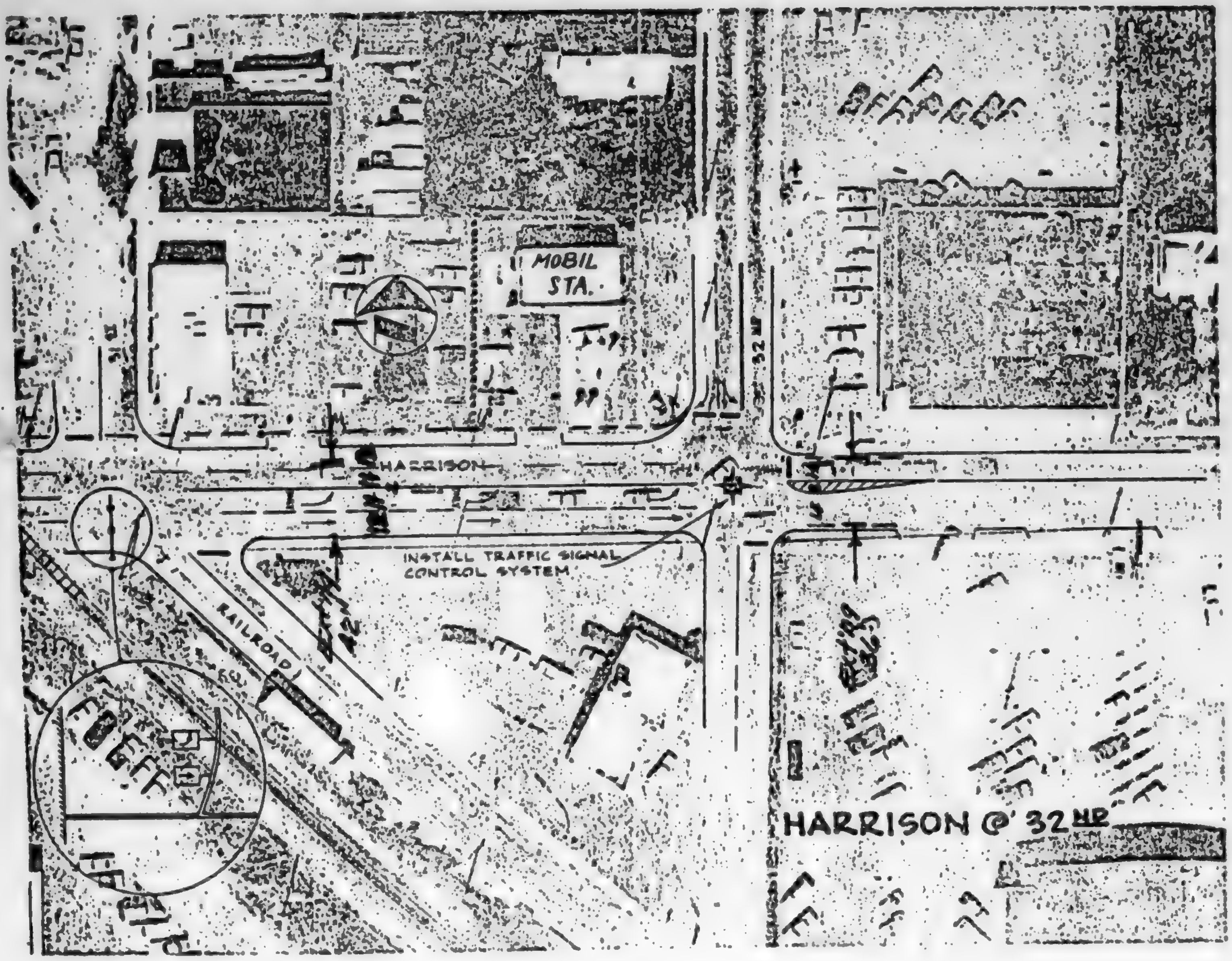
TBL

Basis for Type of Action and Documentation:
Since the project would have only local, temporary, or minor impact on the human environment, it is recommended that it be an assessment only action.

Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4


M U L T N O M A H   C O U
PROJECT LOCATION
McLOUGHLIN BLVD.
US 99E
Johnson Creek
JOHNSON CREEK BLVD
Kellogg Lake
Kellogg Creek
Elk Rock Island
MILW. EXPRESSWAY
RAILROAD AVE
INTERNATIONAL WAY
KING RD
HARMONY ROAD
LAKE RD
RIVER RD
LINWOOD AVE
Mt Scott Creek
Southern Pacific R R
10500
12500
Milwaukie City Limits
Portland City Limits


R/W
CAMPBELL
HARRISON @ HWY. 224



HARRISON @ 32ND

INSTALL TRAFFIC SIGNAL CONTROL SYSTEM

MOBIL STA.
HARRISON
32ND
RAILROAD

78-92

9-22-78

Harrison St.
from RR looking West at Hwy. 224

Harrison St.
from R.R. looking East

Harrison St.
looking across RR West

Harrison St.
looking across RR East

Form 734-3106 9396

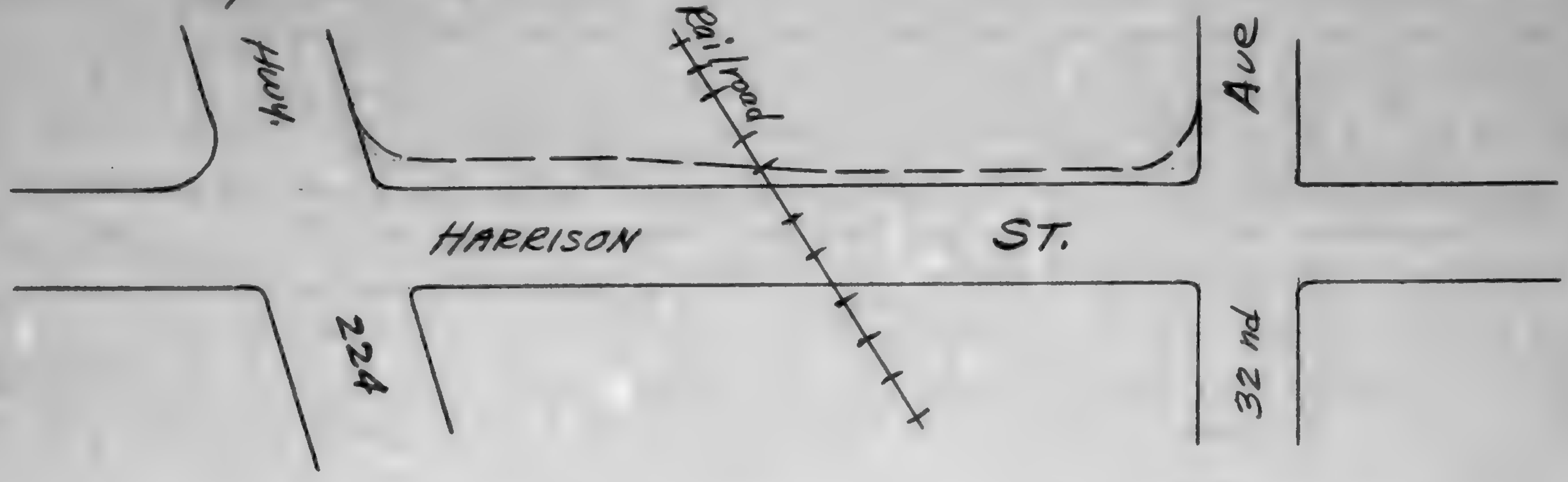
Job No. 78-92

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Harrison St. widening & Signals, at Milwaukie Expwy.

Made by Sept 22, 1978 Checked by ...., 19....... Backchecked by ...., 19.......



Surfacing, Full Depth	52-44 × 600 × $0.81	=	$3,900
Overlay	44 × 800 × $0.37	=	$13,000
Remove Curb & Walk	700' × $3.00	=	$2,100
Const. Curb & Walk	700' × $13.25	=	$9,300
Conting.	+20%		5,700
Total Construction Cost			34,000
Right-of-way			10,000
Signals & Rel.			50,000
Illumination			1,000
Railroad			8,000
Pre. Eng.			9,000
Const. Eng.			9,000
TOTAL			$121,000

9396

FEDERAL AID PROJECT REQUEST

Date July 6, 1978

Applicant Agency City of Milwuakie
Request for: Off-System ____, FAS-C ____, FAUS ____ Project C-4
Federal Aid Route No. FAU 9714 Route Name Harrison Street
Project Name .-Hwy.224 through 32nd Ave. -

Project Length 0.15 miles Project Location (Attach sketch map)
Project Description Widen east leg of Harrison St. at Hwy.224 to 5 Lanes. Install traffic signals, widen and channelize intersection of Harrison and 32nd Ave. Provide advance lane use signing on east approach to Hwy.224 and on west approach to 32nd Ave. Provide safety overlay over entire length of project.

Average Daily Traffic 14,200 Design Speed 25'

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)
   Width 48' Hwy 224 to RR Tracks
42' RR Tracks to 32nd
36' E.of 32nd
   Travel Lanes 1 West bound-E.of RR Track
2 West bound-W.of RR Track
2 E.bound full length
   Shoulders None - curbed
   Medians none Parking none
   Sidewalks both sides
   Remarks

2. Desired Roadway Cross Section: (Attach sketch)
   Width 56' - Hwy 224 to RR Tracks
48'-E of Tracks
   Travel Lanes 5-Hwy 224 to RR Track
4-E.of RR Tracks
   Shoulders none
   Medians none Parking none
   Curbed Entire project Length Curb Radii Variable - min. 12.5 ft.
   Sidewalk/Bikeway sidewalk
   Remarks Remove south curb east of RR Tracks and widen to 48 feet.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60' Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
   Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

   At Highway 224 - one phase of Harrison Street (Traffic Actuated)

2. **Proposed Signalization:**

Location Harrison Street and 32nd Ave.

Type Traffic actuated
Phases 3
Type of Suspension Cantilever
Interconnected With signal system at Harrison St. and Hwy.224 and RR signals
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

20,000 Lumen mercury vapor unit on every power pole along Harrison St. and 32nd Ave.

2. **Proposed Illumination:**

Location 32nd Ave. and Harrison
Type Mercury vapor on cantilevered traffic signal masts

Remarks All existing to remain

V. STRUCTURE DATA

1. **Existing Structure:**

Location none
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location none

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Southern Pacific

Existing Crossing Protection Grade crossing gate

2. Will existing railroad crossing be altered? no

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Public works - Steve Hall Office
2.	Environmental	Public Works - Steve Hall Office
3.	Public Hearing	Public Works - Steve Hall Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant State X Consultant

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 29,000.00
Right-of-way costs (if participating)	10,000.00
Traffic control	50,000.00
Illumination	1,000.00
Structures	-0-
Railroad	-0-
Other Contingency	9,000.00
Preliminary engineering	9,000.00
Construction Engineering	9,000.00
PROJECT TOTAL	$117,000.00

Remarks This project is submitted as part of the total transportation system management program within the Gladstone-Milwaukie subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Milwaukie and/or ________ COUNTY

By________ By________

By J. M. Wall By________

By________

(1976)

1981 Oatfield Rd. @ SE Thiessen 939
Rd. Sec. in Milwaukie
(Grading, paving & Signals)

OHA 6916 2/27/79, 12/22/80

9397

HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

AGENCY 02	CURRENT DOCUMENT NUMBER **145352**		
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5579	DATE 5/15/87	VENDOR NUMBER 0001021734-00

Clackamas County
902 Abernathy RD
Oregon City OR 97045

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C3032532-010	L01	7740			844010	03	$9,914.27
617	C3032532-011	L02	7740			844010	03	4,226.37
617	C09397-010	L01	8017			844010	03	1,065.25
617	C2031901-011	L02	7144			844010	03	2,578.91

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:

Final settlement Oatfield Road at Thiessen Rd.
IX9665 (4) (9) (11)

See attached itemized statement

AMOUNT DUE: $17,784.80

TOTAL PRICE

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 1 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $17,784.80

Gary Zehner 378-6011

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-85)

9397

OREGON STATE HIGHWAY DIVISION

Revised 5-6-87
DATE: 3-19-86

ITEMIZED STATEMENT OF FINAL COSTS

COUNTY: Clackamas AGREEMENT NO: 6916 PROJECT NO: IX-9665(4)(9)(11)

CONTRACT NO: 9397 SECTION: Courtney Rd.-Rothe Rd., Oatfield Rd. (PE)
Oatfield Rd. at Thiessen Rd.

PRELIMINARY ENGINEERING (IX-9665(4) PREFIX NO. 201-1901 & 403-1913):

Project Manager	$11,301.57
Payment to County	1,412.65
Final Design	4,882.93
R/W Descriptions	2,345.56
Region Geology	388.93
Traffic Section	1,751.53
R/W Liaison ($14.54 Non-partic.)	819.27
Region Utility Liaison	731.37
Audit Service	386.04
Program Section	111.23
Specifications Section	1,066.97
Administrative Services	5.01
Environmental Section	1,312.25
TOTAL P.E. COST	$26,515.31

RIGHT-OF-WAY (IX-9665(9) PREFIX NO. 303-2532):

Net Cost Land Purchased	$20,852.00
Value of Building & Equipment	3,998.00
Severance & Consequential Damages	200.00
Appraisals, Witness Fees, Etc.	6,901.00
Miscellaneous Expenses	44.20
Title Cost & Recording Fees ($6.27 Non-partic.)	1,267.48
Taxes	37.56
Negotiation Expense	4,355.61
Legal ($9,908.00 non-partic.)	10,634.49
Appraisal Review	628.64
Payment to County	27,557.40
R/W Liaison & Relocation Plans	101.97
Audit Expense	203.96
Program Section	82.77
R/W Office Expense	1,158.62
R/W Description Map	230.93
TOTAL R/W COST	$78,254.63

CONSTRUCTION (IX-9665(11) PREFIX NO. 203-1036:

Payment to Contractor ($660.00 Non-partic.)	$154,562.60
Credit for Liquidated Damages ($156.60 Non-partic.)	(17,400.00)
Interest on Final Payment (Non-partic.)	78.26
SFO #1 Permanent Striping	1,191.73
SFO #2 State Furnished Software	500.00
SFO #3 Opticom Testing	1,175.00
SFO #4 Feather Ends of Pavement	4,846.51
Construction Engineering ($483.59 Non-partic.)	33,927.73
Payment to County	2,470.69
Audit Expense	99.01
Program Section	128.22
Salem Lab	1,543.15
Portland Lab	508.28
Technical Services	1,594.88
Construction Section	595.90
Region Office	1,200.52
EEO Monitoring	52.57
TOTAL CONST. COST	$187,075.05

SUMMARY:

Total Cost:	P.E.	$ 26,515.31
	R/W	78,254.63
	CONST.	187,075.05
	TOTAL PROJECT COST	$291,844.99
Less Federal Funds:	P.E.	$(22,525.66)
	R/W	(58,089.31)
	CONST.	(158,108.33)
	COUNTY SHARE	$ 53,121.69
Less Credit for P.E. Work by County		$ (211.89)
Less R/W Advance Deposit 1-9-81		(6,000.00)
Less Const. Advance Deposit 11-18-81		(29,125.00)
	BALANCE DUE FROM COUNTY	$ 17,784.80

GEZ:me
cc: J. Peterson
W. Schulte
LPG File

9397

3303 2532

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-21-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 1/06/81
TO 9/25/85 post final

FEDERAL AID PROJECT NO.
IX-9665(9)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

RW
772

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
78,254.63	68,340.36	[illegible]	[illegible]	58,089.31	0.00

3-30
Please send copy
of Ken's program
with this voucher
to Gary 2 Thanks!
Anne

I certify that the costs shown in this voucher have b… project agreements; applicable State and Federal laws or regulations; and that no claim has previously…

STATE HIGHWAY AGENCY
Oregon

…NATURE OF AUTHORIZED OFFICIAL
Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED -

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

9397

C 303 2552

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-21-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 1/06/81
TO 9/25/85 post final

FEDERAL AID PROJECT NO.
IX-9665(9)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

RW
772

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
78,254.63	68,340.36	85%	58,089.31	58,089.31	0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
1/21/87

SIGNATURE OF AUTHORIZED OFFICIAL
Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED -

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. OATFIELD ROAD @ THIESSAN ROAD CLACKAMAS COUNTY					
	Type Code ROW Right-of-Way					
	Right-of-Way	All Required			$46,920.00	
	TOTAL R/W COSTS				$46,920.00	
	Acquisition Expense					
	State	All Required			$21,420.36	
	TOTAL PARTICIPATING COSTS				$68,340.36	
	Non-Participating Costs					
	Acquisition Expense	All Required			$ 9,914.27	
	TOTAL COSTS				$78,254.63	
	Totals are as of the FHWA Billing Voucher dated 1/22/86.					
	Participating Right-of-Way costs are for Right-of-Way **actually** incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	AMOUNT CARRIED FORWARD					

```
3/31/87                                        JOB COST SUMMARY
                                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                         PAYROLL CHARGES ARE LOADED

                                                     CREW       MSA              CURRENT                BALANCE TO
    BIEN        EA      SUBJOB   ACTIVITY  OBJ-DETAIL  NUMBER     FIELD             MONTH                    DATE

             C3032532    000       421       001       7700                                .00                   7.94
             C3032532    000       421       001       7700                                .00                   7.94

             C3032532    000       421       001       7700                                .00                   7.94

             C3032532    000       421       001                                           .00                   7.94

             C3032532    000       421                                                     .00                   7.94

             C3032532    000       920       001       0631                                .00                  17.68
             C3032532    000       920       001       0631                                .00                  17.68

             C3032532    000       920       001       0631                                .00                  17.68

             C3032532    000       920       001                                           .00                  17.68

             C3032532    000       920                                                     .00                  17.68

             C3032532    000                                                               .00                  25.62

             C3032532    010                           0100                                .00               9,914.27    ***
             C3032532    010                           0100                                .00               9,914.27

             C3032532    010                           0100                                .00               9,914.27

             C3032532    010                                                               .00               9,914.27

             C3032532    010                                                               .00               9,914.27

             C3032532    010                                                               .00               9,914.27

             C3032532    011                           0100                                .00              68,083.81    ***
             C3032532    011                           0100                                .00              68,083.81

             C3032532    011                           0100                                .00              68,083.81

             C3032532    011                                                               .00              68,083.81

             C3032532    011                                                               .00              68,083.81

             C3032532    011       910       001       7111                                .00                 229.81
             C3032532    011       910       001       7111                                .00                 229.81

             C3032532    011       910       001       7111                                .00                 229.81

             C3032532    011       910       001                                           .00                 229.81

             C3032532    011       910       504       7111                                .00                   1.12
             C3032532    011       910       504       7111                                .00                   1.12

    *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
```

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                                                                 JOB COST SUMMARY                                              PAGE    2
3/31/87                                              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                                           PAYROLL CHARGES ARE LOADED

                                                            CREW       MSA               CURRENT                  BALANCE TO
BIEN      EA        SUBJOB    ACTIVITY    OBJ-DETAIL       NUMBER     FIELD               MONTH                      DATE
       C3032532      011        910          504            7111                                   .00                     1.12
       C3032532      011        910          504                                                   .00                     1.12
       C3032532      011        910                                                                .00                   230.93
       C3032532      011                                                                           .00                68,314.74
       C3032532                                                                                    .00                78,254.63
                                                                                                   .00                78,254.63

    xxx INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
```

9397

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-21-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 1/06/81 TO 9/25/85 post final

FEDERAL AID PROJECT NO. IX-9665(9)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

RW
772

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
78,254.63	68,340.36	85%	58,089.31	58,089.31	0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	1/21/87	

Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. OATFIELD ROAD @ THIESSAN ROAD CLACKAMAS COUNTY					
	Type Code ROW Right-of-Way					
	Right-of-Way	All Required			$46,920.00	
	TOTAL R/W COSTS				$46,920.00	
	Acquisition Expense					
	State	All Required			$21,420.35	
	TOTAL PARTICIPATING COSTS				$68,340.35	
	Non-Participating Costs					
	Acquisition Expense	All Required			$ 9,914.27	
	TOTAL COSTS				$78,254.63	
	Totals are as of the FHWA Billing Voucher dated 1/22/86.					
	Participating Right-of-Way costs are for Right-of-Way **actually** incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1328

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	303	2531	930	00 P 1				1,120.79	
			TOT	P1				25,219.63	
			TOT	N1				18.45	
			** JOB TOTALS **			**	**	25,238.08 **	
									STATE
SE OATFLD RD@THIESSEN RD	CONT NO		FA PROJ NOS X10 9665009 100						
	303	2532	296	00 N 9	Tr. St.			61,590.00CR	
*	303	2532	297	00 N 9	" CO			6,000.00	
	303	2532	298	00 N 9	" Fed			55,590.00	
	303	2532	401	00 P 1	Net cost Land			20,852.00	
	303	2532	403	00 P 1	Value of Bldgs & Equip.			3,998.00	
	303	2532	405	00 P 1	Sev. & Conseq.			200.00	
407"P"# 7.94 ame type acquisition Exp. →	303	2532	407	00 P 1	Appr., witness fees			6,893.06	
	303	2532	409	00 P 1	Misc.			44.20	
	303	2532	412	00 P 1	Title cost & recording fees			1,261.21	
	303	2532	412	00 N 1	" "			6.27	
	303	2532	413	00 P 1	Taxes			37.56	
	303	2532	414	00 P 1	Neg. Expense			4,355.61	
	303	2532	426	00 P 1	Legal		81.65	726.49	
	303	2532	426	00 N 1	"			9,908.00	
	303	2532	430	00 P 1	Appraisal rev.			628.64	
	303	2532	903	00 P 1	Pay Loc.	70.00	70.00	27,557.40	
	303	2532	913	00 P 1	R/w Liais			101.97	
	303	2532	915	00 P 1	Audit	118.43	203.96	203.96	
	303	2532	920	00 P 1	Prog. Sec.			65.09	
	303	2532	930	00 P 1	R/w off. Exp.	8.80	47.67	1,158.62	
			TOT	P1		197.23	403.28	~~68,083.81~~	68,091.75
			TOT	N1				9,914.27	
			** JOB TOTALS **			197.23 **	403.28 **	~~77,998.08~~ ** 78,006.02	
									STATE
GLADSTONE NCL-OATFIELD RD	CONT NO		* FA PROJ NOS X10 9659009 100 X1 9659009						
	303	2534	295	00 N 9			47.15CR	3,410.97	
	303	2534	296	00 N 9			539.86	22,739.82CR	
	303	2534	298	00 N 9			492.71CR	19,328.85	
	303	2534	401	00 P 1			582.15CR	7,030.89	
	303	2534	401	00 P 2				14,300.00	
	303	2534	407	00 P 1				2.10	
	303	2534	412	00 P 1				40.18	
	303	2534	414	00 P 1				60.28	
	303	2534	430	00 P 1				24.34	
	303	2534	903	00 P 1				194.11	
	303	2534	913	00 P 1				315.58	
	303	2534	915	00 P 1				187.73	
	303	2534	920	00 P 1				70.37	
	303	2534	930	00 P 1				514.24	
			TOT	P1			582.15CR	8,439.82	
			TOT	P2				14,300.00	
			** JOB TOTALS **			**	582.15CR **	22,739.82 **	

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 02/11/87 23:38

*FEDERAL APPROPRIATION: 772

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XIO -9665-009 ********************************									
F01910									
C3032532-000	25.62	.94	25.62						
C3032532-010	9,914.27	.00	.00						
C3032532-011	68,316.74	58,088.37	68,314.74						
AGREEMENT TOTALS	78,254.63	58,089.31	68,340.36	85.00	58,089.31	58,089.31	.00		.00
FED PROJ TOTALS	78,254.63	58,089.31	68,340.36		58,089.31	58,089.31	.00		.00
FEDERAL PROJECT: XIO -9665-010 ********************************									
F01861									
C09368 -010	9,226.93	.00	.00						
C09368 -011	196,553.22	167,070.24	196,553.22						
AGREEMENT TOTALS	205,780.15	167,070.24	196,553.22	85.00	167,070.24	167,070.24	.00		.00
F01863									
C09368 -080	4.12	.00	.00						
C09368 -081	1,849.29	1,571.90	1,849.29						
AGREEMENT TOTALS	1,853.41	1,571.90	1,849.29	85.00	1,571.90	1,571.90	.00		.00
FED PROJ TOTALS	207,633.56	168,642.14	198,402.51		168,642.14	168,642.14	.00		.00
FEDERAL PROJECT: XIO -9665-011 ********************************									
F01499									
C09397 -000	2.80	.00	2.80						
C09397 -010	1,065.25	.00	.00						
C09397 -011	186,007.00	158,108.33	186,007.00						
AGREEMENT TOTALS	187,075.05	158,108.33	186,009.80	85.00	158,108.33	158,108.33	.00		.00
FED PROJ TOTALS	187,075.05	158,108.33	186,009.80		158,108.33	158,108.33	.00		.00
FEDERAL PROJECT: XIO -9699-003 ********************************									
F02696									

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                                      OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE 715
REPORT NO: FMBL003-1                       FINANCIAL MANAGEMENT SYSTEM                           RUN 02/11/87 23:38
SEQ: FEDERAL APPROPRIATION, FEDERAL       OREGON STATE HIGHWAY DIVISION
     PROJECT, AGREEMENT, EA-SUBJOB          FHWA BILLING VOUCHER

* FEDERAL APPROPRIATION: 772
 AGREEMENT        TOTAL COSTS      AMOUNT       --PARTICIPATION--      AGREEMENT        FEDERAL     -ADJUSTMENT-      VOUCHER
  EA/SUBJOB         TO DATE     PREV CLAIMED    AMOUNT     PERCENT       AMOUNT          SHARE      AMOUNT  CODE       AMOUNT

FEDERAL PROJECT: XIO -9665-009
*********************************

 F01910
   C3032532-000        25.62           .94       25.62
   C3032532-010     9,914.27           .00         .00
   C3032532-011    68,314.76     58,088.37   68,314.76

 AGREEMENT TOTALS  78,254.63     58,089.31   68,340.36  85.00    58,089.31     58,089.31        .00                .00

FED PROJ TOTALS    78,254.63     58,089.31   68,340.36           58,089.31     58,089.31        .00                .00

FEDERAL PROJECT: XIO -9665-010
*********************************

 F01861
   C09368  -010     9,226.93           .00         .00
   C09368  -011   196,553.22    167,070.24  196,553.22

 AGREEMENT TOTALS 205,780.15    167,070.24  196,553.22  85.00   167,070.24    167,070.24        .00                .00

 F01863
   C09368  -080         4.12           .00         .00
   C09368  -081     1,849.29      1,571.90    1,849.29

 AGREEMENT TOTALS   1,853.41      1,571.90    1,849.29  85.00     1,571.90      1,571.90        .00                .00

FED PROJ TOTALS   207,633.56    168,642.14  198,402.51          168,642.14    168,642.14        .00                .00

FEDERAL PROJECT: XIO -9665-011
*********************************

 F01499
   C09397  -000         2.80           .00        2.80
   C09397  -010     1,065.25           .00         .00
   C09397  -011   186,007.00    158,108.33  186,007.00

 AGREEMENT TOTALS 187,075.05    158,108.33  186,009.80  85.00   158,108.33    158,108.33        .00                .00

FED PROJ TOTALS   187,075.05    158,108.33  186,009.80          158,108.33    158,108.33        .00                .00

FEDERAL PROJECT: XIO -9699-003
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 F02696
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0•C

58,[illegible]•51 +
57,[illegible]•99 −
211•52

211•52 +
[illegible]
248•61 *

17•68 +
[illegible] +
248•61
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                 OREGON DEPARTMENT OF TRANSPORTATION                                              PAGE [illegible]
 IL  T R A N S A C T I O N   R E G I S T E R   B Y   E X P E N D I T U R E   A C C O U N T
         F I S C A L   M O N T H:  04  O C T O B E R      1 9 8 5
*****************************************************************************************************************
DATE  REF DOC/SFX VENDR NO-SFX      INVOICE   CHG UT OBJ/SRCE ACT   REF CODE                 AMOUNT    QUANTITY
*****************************************************************************************************************
 E RD                             RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS: 03
 TURES

 KE RD                            RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS: 03

 TURES
02285                                          0631 001   -   920 540545510                 15.03       .85
02285                                          0631 001   -   920 540545510                  2.65       .15
 TURES                                                                                      17.68      1.00
 PAYROLL  COST
02685                                          0631 001   -   920 540545510                  9.32       .85
02685                                          0631 001   -   920 540545510                  1.64       .15
 PAYROLL  COST                                                                              10.96      1.00

 IESSEN RD                        RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS: 03
 TURES
102285P503 690  PR10  85   102285              0631 001   -   920 540545510 Prog. Sec.     15.03       .85
102285P503 690  PR10  85   102285              0631 001   -   920 540545510   "    "        2.65       .15
  T O T A L   E X P E N D I T U R E S                                                       17.68      1.00
          A C T U A L   P A Y R O L L   C O S T
102685P532 550  PR10  85   102685              0631 001   -   920 540545510                  9.32       .85
102685P532 550  PR10  85   102685              0631 001   -   920 540545510                  1.64       .15
  T O T A L   A C T U A L   P A Y R O L L   C O S T                                         10.96      1.00

C3032537-000  SW MADRONA-SW JEAN RD       RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE  STATUS: 03
          E X P E N D I T U R E S
110885A001 3ST  110885  02 111185 PR09 8500    7740 001   -   407                           44.95   [illegible]
110885A001 3ST  110885  02 111185 PR09 8500    7740 001   -   407                     [illegible]   [illegible]
110885A001 3ST  110885  02 111185 PR09 8500    7740 001   -   407                     [illegible]   [illegible]
110885A001 3ST  110885  02 111185 PR09 8500    7740 001   -   407                     [illegible]   [illegible]
110885A001 3STR 110885  02 111185 PR09 8500    7740 001   -   407                     [illegible]   [illegible]
110885A001 3STR 110885  02 111185 PR09 8500    7740 001   -   407                     [illegible]   [illegible]
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REPORT FMPP219-1,                  OREGON DEPARTMENT OF TRANSPORTATION                                       PAGE 4530
   M O N T H L Y   D E T A I L   T R A N S A C T I O N   R E G I S T E R   B Y   E X P E N D I T U R E   A C C O U N T
03/18/86(22:51)                    F I S C A L   M O N T H:  04  O C T O B E R    1 9 8 5
HIGHWAY DIVISION
************************************************************************************************************************
 TRANS ID  T/C  DOC NO/SFX  DATE  REF DOC/SFX VENDR NO-SFX    INVOICE   CHG UT OBJ/SRCE ACT   REF CODE        AMOUNT    QUANTITY
************************************************************************************************************************
C3032528-000  OATFIELD RD-LAKE RD              RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS: 03
                  E X P E N D I T U R E S

C3032528-000  OATFIELD RD-LAKE RD              RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS: 03

                  E X P E N D I T U R E S
102285P503 690   PP10  85   102285                      0631 001   -   920 540545510               15.03        .85
102285P503 690   PR10  85   102285                      0631 001   -   920 540545510                2.65        .15
                                                                                                  17.68       1.00
  T O T A L   E X P E N D I T U R E S
                  A C T U A L   P A Y R O L L   C O S T
102685P532 550   PR10  85   102685                      0631 001   -   920 540545510                9.32        .85
102685P532 550   PR10  85   102685                      0631 001   -   920 540545510                1.64        .15
                                                                                                  10.96       1.00
  T O T A L   A C T U A L   P A Y R O L L   C O S T

C3032532-000  SE OATFLD RD@THIESSEN RD         RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS: 03
                  E X P E N D I T U R E S
102285P503 690   PR10  85   102285                      0631 001   -   920 540545510 Prog. Sec.   15.03        .85
102285P503 690   PR10  85   102285                      0631 001   -   920 540545510  "   "        2.65        .15
                                                                                                  17.68       1.00
  T O T A L   E X P E N D I T U R E S
                  A C T U A L   P A Y R O L L   C O S T
102685P532 550   PR10  85   102685                      0631 001   -   920 540545510                9.32        .85
102685P532 550   PR10  85   102685                      0631 001   -   920 540545510                1.64        .15
                                                                                                  10.96       1.00
  T O T A L   A C T U A L   P A Y R O L L   C O S T

C3032537 000  SW MADRONA-SW JEAN RD            RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS: 03
                  E X P E N D I T U R E S
110SS5A001 3ST   110SS5   02 111185 PR09   8500          7740 001   -   407                         44.85  [illegible]
110SS5A001 3ST   110SS5   02 111185 PR09   8500          7740 001   -   407                   [illegible]  [illegible]
110SS5A001 3ST   110SS5   02 111185 PR09   8500          7740 001   -   407                   [illegible]  [illegible]
110SS5A001 3ST   110SS5   02 111185 PR09   8500          7740 001   -   407                   [illegible]  [illegible]
110SS5A001 3STR  110SS5   02 111185 PR09   8500          7740 001   -   407                   [illegible]  [illegible]
110SS5A001 3STR  110SS5   02 111185 PR09   8500          7740 001   -   407                   [illegible]  [illegible]
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REPORT FMRP219-1,                       OREGON DEPARTMENT OF TRANSPORTATION                              PAGE 2557
   M O N T H L Y   D E T A I L   T R A N S A C T I O N   R E G I S T E R   B Y   E X P E N D I T U R E   A C C O U N T
04/18/86(23:46)                          F I S C A L   M O N T H   09  M A R C H         1 9 8 6
HIGHWAY DIVISION
**********************************************************************************************************************
 TRANS ID  T/C  DOC NO/SFX  DATE  REF DOC/SFX VENDR NO-SFX     INVOICE   CHG UT OBJ/SRCE ACT   REF CODE          AMOUNT    QUANTITY
**********************************************************************************************************************
C3031922-000  MONROE - 44TH SEC                     RESP UNIT:  7100  EA TYPE:  12 SAFETY/TRAFFIC OPER IMPROVEMENT TO E  STATUS:  02
                 R E V E N U E S

 T O T A L   R E V E N U E S                                                                                 365.49        .00

                 E X P E N D I T U R E S

032486P506 690  PR03  86   032486                                  7611 001   -   911 540567652          273.84      12.75
032486P506 690  PR03  86   032486                                  7611 001   -   911 540567652           48.32       2.25

 T O T A L   E X P E N D I T U R E S                                                                         322.16      15.00

                 A C T U A L   P A Y R O L L   C O S T

032686P661 550  PR03  86   032686                                  7611 001   -   911 540567652          185.94      12.75
032686P661 550  PR03  86   032686                                  7611 001   -   911 540567652           32.81       2.25

 T O T A L   A C T U A L   P A Y R O L L   C O S T                                                           218.75      15.00


C3032532-011  SE OATFLD RD&THIESSEN RD              RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS:  03

                 E X P E N D I T U R E S

030786P502 690  PR02  86   030786                                  7111 001   -   910 543307951 R/w Desc. 195.34      11.05
030786P502 690  PR02  86   030786                                  7111 001   -   910 543307951           34.47       1.95
0325864456 223  EC9827  00 031086          000013375700 602051     7111 504   -   910                       .95        .00
0325864456 223  EC9827  00 031086          000013375700 602051     7111 504   -   910                       .17        .00

 T O T A L   E X P E N D I T U R E S                                                                         230.93      13.00

                 A C T U A L   P A Y R O L L   C O S T

031286P599 550  PR02  86   031286                                  7111 001   -   910 543307951          139.23      11.05
031286P599 550  PR02  86   031286                                  7111 001   -   910 543307951           24.57       1.95

 T O T A L   A C T U A L   P A Y R O L L   C O S T                                                           163.80      13.00


C3032537-000  SW MADRONA-SW JEAN RD                 RESP UNIT:  0100  EA TYPE:  03 CONSTRUCTION OF A NEW ROUTE          STATUS:  03

                 E X P E N D I T U R E S

0319864598 223  EC9820  00 021386          000013375700 601056     7720 504   -   407                     108.42        .00
0319864598 223  EC9820  00 021386          000013375700 601056     7720 504   -   407                      11.48        .00
0319864598 223  EC9820  00 021386          000013375700 601056     7720 504   -   407                       3.83        .00
0319864598 223  EC9820  00 021386          000013375700 601056     7720 504   -   407                       3.82        .00

 T O T A L   E X P E N D I T U R E S                                                                         127.55        .00
```

2/27/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
FOR BIENNIUM 87

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	C
87	C3032532	011	910	504	7111		
87	C3032532	011	910	504	7111		
87	C3032532	011	910	504			
87	C3032532	011	910				
87	C3032532	011					
87	C3032532						

R/W Maps

Blueprint

INCLUDED ON DETAIL OF EXP. ACCT. Page 2657 4-18-86

JOB COST SUMMARY
CTIVITY/OBJ-DETAIL CREW-NUMBER
OLL CHARGES ARE LOADED
FOR BIENNIUM 87

CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
7111		.00	1.12
7111		.00	1.12
		.00	1.12
		.00	1.12
		.00	1.12
		.00	1.12

INCLUDED ON DETAIL OF EXP. ACCT. Page 2657 4-18-86

9397

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-23-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY
(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☑ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 9/18/81
TO 3/25/85

FEDERAL AID PROJECT NO.
IX-9665(11)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
187,075.05	186,009.80	85%	158,108.33	158,108.33	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	1/23/86	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	OATFIELD RD. AT SE THEISSEN ROAD SEC FAU 9665 (OATFIELD ROAD) CLACKAMAS COUNTY					
	Construction Type Code Y008 Channelization (Sta. 201+00 to Sta. 209+40)					
	Final Contract Payment Summary	LUMP SUM			118,904.60	
SFO #1	Permanent Pavement Striping (State)	ALL REQUIRED			1,191.73	
SFO #4	Feather ends of pavement (Clackamas Co.)	ALL REQUIRED			4,846.51	
	Total Participating Type Code Y008				124,942.84	
	Type Code Y031 Traffic Signals (Oatfield Rd. at SE Thiessen Rd.)					
	Final Contract Payment Summary	LUMP SUM			34,998.00	
SFO #2	State furnished software program	ALL REQUIRED			500.00	
SFO #3	Opticom testing	ALL REQUIRED			1,175.00	
	Total Participating Type Code Y031				36,673.00	
	Total Participating Construction Cost				161,615.84	
	Construction Engineering					
	Work of Clackamas County	ALL REQUIRED			2,470.69	
	State	ALL REQUIRED			39,015.09	
	Liquidate Damages	ALL REQUIRED			[17,243.40]	
	Total Participating Construction Engineering				24,242.38	
	Misc. Project Cost					
	Audit Expense	ALL REQUIRED			99.01	
	EEO Monitoring Expense	ALL REQUIRED			52.57	
	Total Misc. Project Cost				151.58	
	Total Participating Project Cost				186,009.80	
	Non Participating Project Cost					
	Final Contract Payment Summary	LUMP SUM			660.00	
	Interest on Final Payments	ALL REQUIRED			78.26	
	Construction Engineering	ALL REQUIRED			483.59	
	Liquidated Damages	ALL REQUIRED			[156.60]	
	Total Non Participating Project Cost				1,065.25	
	Total Project Cost				187,075.05	
	Prepared based on participating cost as shown on the Federal Billing as of 12/5/85.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	203 1034	297	00	N 9		1,962.52	19,800.79	82	85
	203 1034	298	00	N 9		702.33	99,687.98	82	84
	203 1034	900	00	P 1		609.63	11,123.19	81	84
	203 1034	900	00	N 1		609.63CR	2,245.10	83	84
	203 1034	915	00	P 1			560.70	84	84
	203 1034	920	00	P 1			177.26	81	82
	203 1034	940	00	P 1			1,712.91	82	84
	203 1034	941	00	P 1			65.09	82	82
	203 1034	944	00	P 1			673.68	82	84
	203 1034	945	00	P 1			301.97	82	83
	203 1034	946	00	P 1			442.18	81	84
	203 1034	948	00	P 1			713.45	82	84
	203 1034	985	00	P 1			111.36	82	82
		TOT		P1		609.63	117,279.98		
		TOT		N1		909.63CR	2,261.02		
		** JOB TOTALS **			**	300.00CR**	119,541.00 **		
								STATE	
OATFIELD RD@SE THIESSEN R CONT NO 9397 = FA PROJ NOS X10 9665011 100									
	203 1036	201	00	P 1	Pay Cont.		153,902.60	82	84
	203 1036	201	00	N 1	" "		660.00	82	82
203-1036-203-00 N1 <15660>	203 1036	203	00	P 1	Cr. Liq. Dam.		<17,243.40> ~~17,[illegible]CR~~	82	83
	203 1036	205	00	P 1	123.53			84	85
	203 1036	206	00	N 1	Interest		78.26	84	84
	203 1036	210	02	P 1	SFO#2		500.00	83	83
203-1036-240-04 P1 # 4,846.51	203 1036	220	01	P 1	SFO#1		1,191.73	83	83
	203 1036	270	03	P 1	SFO#3		1,175.00	83	83
	203 1036	296	00	N 9	Tr. St. 1,561.26CR	3,199.49CR	182,729.83CR	82	85
	203 1036	297	00	N 9	" Co.	796.99	29,125.00	82	85
	203 1036	298	00	N 9	" Fed. 1,561.26	2,402.50	153,604.[illegible]3	82	85
	203 1036	900	00	P 1	Const. Engr. 90.72	2,557.44 32819.10	~~32,[illegible].16~~	[illegible]	85
	203 1036	900	00	N 1	" "		~~374.99~~ 463.59	82	82
	203 1036	903	00	P 1	Pr. Co.	232.42	2,470.69	82	84
	203 1036	915	00	P 1	Audit 59.23	99.01	99.01	85	85
	203 1036	920	00	P 1	Prog. Sec.		128.22	81	83
	203 1036	940	00	P 1	Salem Lab.		1,543.15	82	84
	203 1036	941	00	P 1	Port. Lab.		508.28	82	83
	203 1036	944	00	P 1	Tech. Serv. 226.29	305.09	1,594.88	81	85
	203 1036	945	00	P 1	Const. Sec.		595.90	82	84
	203 1036	946	00	P 1	Reg. Off		1,200.52	81	84
	203 1036	948	00	P 1	Const Engr. 8.94	17.56	625.04	82	85
	203 1036	985	00	P 1	EEO Monitor		52.57	82	82
		TOT		P1	508.71	3,211.52	~~181,096.75~~ 186,009.80		
		TOT		N1			~~1,118.25~~ 1,065.25		
		** JOB TOTALS **			508.71 **	3,211.52 **	~~188,[illegible].00~~ ** $ 187075.05		
								STATE	
SANDY R(SLEEPY HOLLOW) BR CONT NO 9523 * FA PROJ NOS BROS0300005 100 BROS0300005 100									
	203 1042	201	00	P 1		20,940.30CR	224,833.86	82	85

3-13-86 JJ.

9397

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 13, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

11-12-85

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO (Insert official or depository named in project agreement)

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITOL BUILDING
SALEM, OREGON 97310

STATE

OREGON

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD

FROM 1/6/81

TO 9/25/85

FEDERAL AID PROJECT NO.

IX-9665(9)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
78,006.02	68,091.75	85%	57,877.99	57,877.99	$ 0.00
78,006.02	68,091.75	85%	57,877.99	57,877.99	$ 0.00

RW
772

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: OREGON

DATE: 11/12/85

SIGNATURE OF AUTHORIZED OFFICIAL

CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 8-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. OATFIELD ROAD @ THIESSAN ROAD CLACKAMAS COUNTY					
	Type Code ROW Right-of-Way Right-of-Way	ALL REQUIRED			$46,920.00	
	TOTAL R/W COSTS				$46,920.00	
	Acquisition Expense State	All Required			$21,171.75	
	TOTAL PARTICIPATING COSTS				$68,091.75	
	Non-Participating Costs Acquisition Expense	All Required			$9,914.27	
	TOTAL COSTS				$78,006.02	
	Totals are as of the FHWA Billing Voucher dated 9/25/85. Participating Right-of-Way costs are for Right-of-Way actually incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1328

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	303	2531	930	00	P 1			1,120.79
			TOT		P1			25,219.63
			TOT		N1			18.45
			** JOB TOTALS **			**	**	25,238.08 **

930 "N" $17.68 ✓

"P" 7.94 407

Sometype of acquisition expense

SE OATFLD RD@THIESSEN RD CONT NO FA PROJ NOS X10 9665009 100 STATE

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
								61,590.00CR
Tr. St.	303	2532	296	00	N 9			6,000.00
" Co.	303	2532	297	00	N 9			55,590.00
" Fed	303	2532	298	00	N 9			20,852.00 ✓
Net Cost Land	303	2532	401	00	P 1			3,998.00 ✓
Value Bldgs & Equip	303	2532	403	00	P 1			200.00 ✓
Sev. & Cons	303	2532	405	00	P 1			6,893.06 ✓
Appr. Witness Fees, Etc.	303	2532	407	00	P 1			44.20 ✓
Misc.	303	2532	409	00	P 1			1,261.21 ✓
Title Cost & Record. Fees	303	2532	412	00	P 1			6.27 ✓
" " "	303	2532	412	00	N 1			37.56 ✓
Taxes	303	2532	413	00	P 1			4,355.61 ✓
Negot. Exp.	303	2532	414	00	P 1			726.49 ✓
Legal	303	2532	426	00	P 1		81.65	9,908.00 ✓
"	303	2532	426	00	N 1			628.64 ✓
App. Rev.	303	2532	430	00	P 1			27,557.40 ✓
Pay to Co.	303	2532	903	00	P 1	70.00	70.00	101.97 ✓
R/w Liaison & Reloc. Plans	303	2532	913	00	P 1			203.96 ✓
Audit	303	2532	915	00	P 1	118.43	203.96	65.09 ✓
Prog. Sec.	303	2532	920	00	P 1			1,158.62 ✓
R/w off. exp	303	2532	930	00	P 1	8.80	47.67	~~68,083.81~~ 68,091.75
			TOT		P1	197.23	403.28	~~9,914.27~~ 9,931.95
			TOT		N1			~~77,998.08~~ 78,023.70
			** JOB TOTALS **			197.23 **	403.28 **	**

GLADSTONE NCL-OATFIELD RD CONT NO * FA PROJ NOS X10 9659009 100 X1 9659009 STATE

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
							47.15CR	3,410.97
	303	2534	295	00	N 9		539.86	22,739.82CR
	303	2534	296	00	N 9		492.71CR	19,328.85
	303	2534	298	00	N 9		582.15CR	7,030.89
	303	2534	401	00	P 1			14,300.00
	303	2534	401	00	P 2			2.10
	303	2534	407	00	P 1			40.18
	303	2534	412	00	P 1			60.28
	303	2534	414	00	P 1			24.34
	303	2534	430	00	P 1			194.11
	303	2534	903	00	P 1			315.58
	303	2534	913	00	P 1			187.73
	303	2534	915	00	P 1			70.37
	303	2534	920	00	P 1			514.24
	303	2534	930	00	P 1		582.15CR	8,439.82
			TOT		P1			14,300.00
			TOT		P2		582.15CR **	22,739.82 **
			** JOB TOTALS **			**		

rll

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	**REPORT NO.** 2	**COUNTY** Clackamas	**DIVISION** Oregon
DATE OF REPORT 3/20/85	**REPORT MADE BY** 3-20-85 T. P. Lowe, Area Engineer		**PROJECT NO.** IX-9665(11)
COMPLETION DATE (Actual) 12/2/82	**ACCEPTANCE DATE BY CONRTACT AGENCY** 3/11/84	**TIME ELAPSED** 146 %	**CONTRACT TIME** 250 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OATFIELD ROAD @ SE THIESSEN ROAD
FAU 9665 (OATFIELD ROAD)
Grading, Paving & Signals

The project provided for left turn lanes for southbound Oatfield Raod and westbound Thiessen Road. New traffic signals were installed along with miscellaneous sidewalk and drainage facilities to complete the project.

The contractor used 366 days to complete the work. The contract allowed 250 days. Liquidated damages were charged for 116 days at $150 per day.

The final cost of $175,000 exceeded the original authorization by 3 percent.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Cy
3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE	**SIGNATURE** G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer **DATE** 3/25/85	**TITLE** Field Operations Engineer **DATE** 3/25/85

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9397

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rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9665(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90016

6. TO

10-18-84

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 19 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7. DATE AUTHORIZATION EFFECTIVE 5/29/84	8. FEDERAL ROUTE NUMBER FAU 9665	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Oatfield Road at SE Thiessen Road Section

11. GENERAL DESCRIPTION OF WORK

Feather ends of pavement on Oatfield Road and extend drainage system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 5/29/84 as requested in Mr. Fredrickson's letter of 9/29/84 as being cost effective for the use of Clackamas County forces to proceed with the above work is approved. State Force Order No. 4 representing work to be performed by Clackamas County Forces is approved for a TEC of $5,350. Federal Funds $4,548.

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/18/84	G. K. Hossner	for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9397 5-3-84 file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Peter Kiewit & Sons Co. Contract No. 9063	Airport Way Intch. Multnomah County	4/9/84
Gresham Paving, Inc. Contract No. 9397	Oatfield Rd. @ SE Thiessen Rd. Clackamas County	4/11/84
Baker Rock Crushing Co. Contract No. 9725	North Scholls Project Washington County	4/11/84
Kelly R. McFarlane Contract No. 9642	Elgin Rock Production Union County	4/12/84
Abhe & Svoboda, Inc. Contract No. 9599	Umpqua R.Bridge @ Reedsport Douglas County	4/13/84
E. Lee Robinson Const. Co. Contract No. 9490	I-5 Freeway-N. Greeley Ave. Multnomah County	4/16/84
Siuslaw Construction Co. Contract No. 9360	Fanno Creek Bridge Washington County	4/16/84
R. D. Mac, Inc. Contract No. 9644	Richland Rock Production Baker County	4/19/84
Road and Driveway Co. Contract No. 9623	Elk City Lincoln County	4/19/84
Civil Constructors, Inc. Contract No. 9724	Willamina Slide Polk County	4/20/84

May 3, 1984 Wendell E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

BMW:mk

9397

F

April 24, 1984

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 SW Salmon Street, Suite 900
Portland, OR 97204

CON 3
#9397

Gentlemen or Ladies:

Contract No. 9397 awarded to Gresham Paving, Inc. for work on the Oatfield Road at SE Thiessen Road Section of FAU 9663 (Oatfield Road) in Clackamas County was completed on November 16, 1983, and accepted by the State Highway Division on April 11, 1984.

Final payment in the amount of $1,079.35 will be payable to the contractor, c/o Fireman's Fund Insurance Companies and mailed to Mr. B. Michael Bowen, Fidelity & Surety Specialist, Fireman's Fund Insurance Company, PO Box 3825, Portland, OR 97208, after April 30, 1984. The total contract amount is $137,162.60 including $2,670.30 for work performed under force account.

You have been advised previously that claims have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Gresham Paving, Inc.
4540 SE 174th
Portland, OR 97236

Boyd & Company Insurance
PO Box 16278
Portland, OR 97216

Mr. B. Michael Bowen
Fidelity & Surety Specialist
Fireman's Fund Insurance Company
PO Box 3825
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

9397

F

April 19, 1984

Gresham Paving, Inc.
4540 SE 174th
Portland, OR 97236

CON

Time Extension Request
Oatfield Road @ Thiessen Road
Contract 9397
FAP No. IX-9665(11)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. It appears that project completion was delayed by your decision not to perform work on this project during the period of late April, 1982 to August 16, 1982 and by the delivery and final installation of traffic signal equipment. Both of these delays are deemed to have been within your control and are not bonafide reasons for adjustment of contract time. Your request is therefore denied.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Chuck Lobaugh.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Chuck Lobaugh w/att.
FHWA w/att.
Winston Kurth , Clackamas Co. w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. FREDRICKSON
Construction Engineer

DATE: March 6, 1984

FROM: Marvin Coff
fr ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: Oatfield Road @ Thiessen Road
Contract No. 9397

RECEIVED
MAR 6 1984
CONSTRUCTION SECTION
CE
CAE
FOE
OCS
SCS
EEO
OM
CA
LS
TC
FE
CP

Attached is a time extension request from the contractor for 116 days in which to complete the subject project without assessment of liquidated damages. Don Bieker recommends and we previously recommended a 50 day time extension. After additional review of this recommendation we now recommend that no additional time be allowed on this project.

It is my opinion, and is supported by the contractors performance, that there was adequate time to complete the project after the utility relocation had been completed. The reason the work was not completed on time was because of the contractor's delay in actually starting work on the project.

Utilities on the project were cleared on or about April 21 and the contractor did not start work until August 16, several days after all time had expired. In the period bet een April 21 and August 16 there were over 100 days, mostly summer days, available in which to completed work on the project.

Starting August 16, the contractor completed work in 116 days. In my review of the signal installation, it appears that the actual completion of the project was controlled by the signal work and delivery of the signal equipment.

I recommend that unless the contractor can furnish us additional information supporting his time extension request that no time be granted. As indicated above, I have discussed this in great detail with Clackamas County--Winston Kurth and Bernie Straight and they concur in this recommendation.

4-12-84

W. E. Schwartz -

I concur with Region and recommend that this request be denied unless additiona data is supplied by the contractor.

O. B. Jackmond

ACH/b
Attachment
cc: Chuck Lobaugh

81-125-1367

9397 5

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Oatfield Road @ SE Thiessen Road	WEEK ENDING: October 28, 1983
		SECTION PREFIX: 203-1036
	HIGHWAY: Oatfield Road (FAU 9665)	COUNTY: Clackamas
NAME OF JOB:	KIND OF WORK: Grading, Paving and Signals	
CONTRACTOR: Gresham Paving, Inc.	CONTRACT NUMBER: 9397	FEDERAL AID PROJECT NUMBER: IX-9665(11)
DATE OF CONTRACT: November 18, 1981	DATE WORK STARTED: August 16, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 250	WORK DAYS USED: CALENDAR DAYS USED: 366
PROJECT AUTHORIZATION: $170,663.93	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 147
EXCLUSIVE OF ENGINEERING: $157,131.11	ENGINEERING AUTHORIZATION: $13,532.82	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $147,449.88	ENGINEERING COST TO DATE: $35,250.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 104
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6 %	PERCENT OF AUTHORIZATION: 261 %	DATE PROJECT WAS COMPLETED: December 2, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
100	100	100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1700 CY	1200 T			700 T
TOTAL QUANTITIES CORRECTED TO DATE	1803 CY	1435			701
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1803 CY	1435			701
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	[illegible]	0		
MONDAY 24		0		
TUESDAY 25		0		
WEDNESDAY 26		0		
THURSDAY 27		0		
FRIDAY 28		0		
SATURDAY 22		0		

CE K RECEIVED ON
CA CA
FOE LS
QCS OCT 31 1983 TC
SCS FE
EEO CONSTRUCTION SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	October 22 to October 28, 1983 No activity
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was held on October 24, 1983. Project was found acceptable. The pavement match on both ends of the project on Oatfield Road will be improved under a State Force Order to allow Clackamas County to do this work. Also included in this order will be additional drainage work on the east end of the project.

This will be the final weekly report for this project.

SIGNED Chuck Lobaugh LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9397

203-1901
40?-1913

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-18-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STA OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 2/8/79
TO 9/18/81

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ XFINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-0665(4)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$26,515.31	$26,500.77	85%	$22,525.66	$22,525.66	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 2/18/83

PASSED FOR PAYMENT
BY DATE Controller

REMARKS

PE.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Courtney Ave.-S.E. Roethe Rd. Section **County Road in Clackamas County**					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$24,702.08	
	Work by Clackamas Co.				1,412.65	
	Total Participating Preliminary Engineering				$26,114.73	
	Misc. Project Cost					
	Audit Expense	All	Required		386.04	
	Total Participating Project Cost				$26,500.77	
	Nonparticipating Project Cost					
	P.E. State	All	Required		14.54	
	Total Project Cost				$26,515.31	
	Prepared based on Participating Costs as shown on Federal Billing as of 2/17/83.					
	AMOUNT CARRIED FORWARD					

```
                                                                                      12. 80
                           202    1953     915      00 P 1                            144. 30
                           202    1953     920      00 P 1                            954. 13
                           202    1953     921      00 P 1                             24. 15
                           202    1953     922      00 P 1                            533. 17
                           202    1953     923      00 P 1                          3,156. 11CR
                                           TOT      00                              3,479. 68
                                           TOT      P1                              3,156. 11
                                           TOT      N9                              3,479. 68  **
                                        ** JOB TOTALS **            **          **

                                                                                                 STATE
COURTNEY RD-ROTHE RD       CONT NO      * FA PROJ NOS XI   9665004 100
                           203    1901     296      00 N 9 Tr. St. 2,550. 66CR   2,550. 66CR   21,324. 90CR
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                      FEBRUARY 1983       PAGE  718

                                                                  FISCAL           GRAND TOTAL
                        PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
      DESCRIPTION
                      203    1901     298     00 N 9 Tr. Fed 2,550. 66  2,550. 66        21,324. 90
                      203    1901     901     00 P 1 Proj. Mgr.              7. 58        11,301. 57 ✓
                      203    1901     905     00 P 1 Fin. Des.                             4,882. 93 ✓
                      203    1901     909     00 P 1 R/W Desc.              112. 87CR      2,345. 56 ✓
                      203    1901     910     00 P 1 Reg. Geol.                              388. 93 ✓
                      203    1901     911     00 P 1 Tr. Sec.                              1,751. 53 ✓
                      203    1901     913     00 P 1 R/W Liais.              10. 50CR        804. 73 ✓
                      203    1901     913     01 N 1  "    "                                  14. 54 ✓
                      203    1901     914     00 P 1 Reg. Ut. Liais          36. 31CR        731. 37 ✓
                      203    1901     915     00 P 1 Audit Serv.            386. 04          386. 04 ✓
                      203    1901     920     00 P 1 Prog. Sec.                              111. 23 ✓
                      203    1901     921     00 P 1 Specs.                 352. 45CR      1,066. 97 ✓
                      203    1901     922     00 P 1 Adm. Serv.                                5. 01 ✓
                      203    1901     923     00 P 1 Env. Sec.                             1,312. 25
                                      TOT     P1                            118. 51CR     25,088. 12
                                      TOT     N1                                              14. 54
                                   ** JOB TOTALS **               **        118. 51CR**   25,102. 66  **

                                                                                                   STATE
HILL RD-VISTA LANE       CONT NO      * FA PROJ NOS XI   9698001 100      1,125. 87CR      7,505. 78CR
                          203    1903     296      00 N 9                  1,125. 87        1,125. 87
                          203    1903     297      00 N 9                                   6,379. 91
                          203    1903     298      00 N 9                                   2,313. 41
                          203    1903     901      00 P 1                                   1,886. 21
                          203    1903     905      00 P 1                                       . 13
                          203    1903     906      00 P 1                                      3. 14
                          203    1903     907      00 P 1                                      8. 20
                          203    1903     909      00 P 1                                    262. 76
                          203    1903     910      00 P 1                                    250. 09
                          203    1903     911      00 P 1                                    163. 81
                          203    1903     914      00 P 1                                     59. 44
                          203    1903     920      00 P 1                                  1,543. 47
                          203    1903     921      00 P 1
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                                                                        FEBRUARY 1983       PAGE  864
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    FISCAL          GRAND TOTAL
                                  PREFIX FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE     TO DATE
      DESCRIPTION
                                                                                                    STATE
SKOGAN ROAD @ 362ND          CONT NO      FA PROJ NOS SOS 0300008 100                   3,513.67CR
                              403   1908     598      00 N 9                            3,513.67
                              403   1908     903      00 P 1                            3,513.67
                                             TOT      P1                                3,513.67CR
                                             TOT      N9                  **         **            **
                                          ** JOB TOTALS **
                                                                                                    STATE
PAC HWY E-OATFIELD RD        CONT NO      FA PROJ NOS XI  9674003 100                    114.72CR
                              403   1910     598      00 N 9                             114.72
                              403   1910     903      00 P 1                             114.72
                                             TOT      P1                                 114.72CR
                                             TOT      N9                  **         **            **
                                          ** JOB TOTALS **
                                                                                                    STATE
SE KING RD-SE HARMONY RD     CONT NO      FA PROJ NOS XI  9721001 100        153.88      693.04CR
                              403   1911     598      00 N 9                             693.04
                              403   1911     903      00 P 1                             693.04
                                             TOT      P1                     153.88      693.04CR
                                             TOT      N9                  ** 153.88  **            **
                                          ** JOB TOTALS **
                                                                                                    STATE
OATFIELD RD@ALDERCREST DR    CONT NO      FA PROJ NOS XI  9665006 100                    222.65CR
                              403   1912     598      00 N 9                             222.65
                              403   1912     903      00 P 1                             222.65
                                             TOT      P1                                 222.65CR
                                             TOT      N9                  **         **            **
                                          ** JOB TOTALS **
                                                                                                    STATE
SE COURTNEY AVE-SE ROETHE RD CONT NO    * FA PROJ NOS XI  9665004 100        120.08    1,200.76CR
                              403   1913     205      00 P 1                 120.08CR  1,200.76
                              403   1913     598      00 N 9                           1,200.76
                              403   1913     903      00 P 1                 120.08    1,200.76CR
                                             TOT      P1                     120.08CR **           **
                                             TOT      N9                  **
                                          ** JOB TOTALS **
                                                                                                    STATE
OATFIELD RD@JENNINGS AVE     CONT NO      FA PROJ NOS XI  9665007 100                    315.15CR
                              403   1914     598      00 N 9                             315.15
                              403   1914     903      00 P 1                             315.15
                                             TOT      P1                                 315.15CR
                                             TOT      N9                  **         **            **
                                          ** JOB TOTALS **
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802
823

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/17/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
303-1009	1#	XI -9653-003	393,474.29	465,437.66	462,910.93	85.00	393,474.29	393,474.29		
303-1094	1#	XI -9653-004	38,524.71	45,348.81	45,323.19	85.00	38,524.71	38,524.71		
203-1914	1	XI -9653-005	170,000.00	23,657.63	23,657.63	85.00	20,108.99	20,086.87		22.12
203-1912	1	XI -9659-002	4,250.00	3,236.00	3,189.58	85.00	2,711.14	2,711.14		
>303-1903	1#	XI -9659-003	7,101.38	8,516.36	8,356.23	85.00	7,102.80	7,101.38	1.42 B	
303-1907	1	XI -9659-004	880.00	13.40	13.40	85.00	11.39	11.39		
>303-1913	1	XI -9659-005	14,755.00	8,241.71	8,228.74	85.00	6,994.43	6,994.43		
>403-1915	1	XI -9659-005	1,195.00	1,195.00	1,195.00	100.00	1,195.00	1,195.00		
		PROJ TOTALS	15,950.00	9,436.71	9,423.74		8,189.43	8,189.43		
203-1017	1	XI -9659-006	200.00	569.40	554.87	85.00	471.64	200.00	271.64 B	
>403-1022	1	XI -9659-006	25,150.00	25,150.00	25,150.00	100.00	25,150.00	25,150.00		
		PROJ TOTALS	25,350.00	25,719.40	25,704.87		25,621.64	25,350.00	271.64	
>203-2533	2	XI -9659-007	7,820.00			85.00				
>303-2534	2	XI -9659-009	12,155.00	14,300.00	14,300.00	85.00	12,155.00	12,155.00		
303-1901	1	XI -9665-003	3,970.41	108.49	108.49	85.00	92.22	92.22		
203-1901	1*	XI -9665-004	21,324.90	25,102.66	25,088.12	85.00	21,324.90	21,324.90		
>403-1913	1*	XI -9665-004	1,200.76	1,200.76	1,200.76	100.00	1,200.76	1,200.76		
		PROJ TOTALS	22,525.66	26,303.42	26,288.88		22,525.66	22,525.66		
203-1910	1#	XI -9665-005	21,653.04	25,474.17	25,474.17	85.00	21,653.04	21,653.04		
>303-1031	2	XI -9665-006	12,136.00	11,919.95	11,914.39	85.00	10,127.23	10,127.23		
[illegible]3-1911	1	XI -9665-006	5,000.00	3,340.39	3,340.39	85.00	2,839.33	2,839.33		
[illegible]3-1912	1	XI -9665-006	950.00	222.65	222.65	100.00	222.65	222.65		
		PROJ TOTALS	18,086.00	15,482.99	15,477.43		13,189 21	13,189.21		
303-1912	1	XI -9665-007	14,000.00	11,912.28	11,804.76	85.00	10,034.05	10,034.05		
>403-1914	1	XI -9665-007	450.00	315.15	315.15	100.00	315.15	315.15		
		PROJ TOTALS	14,450.00	12,227.43	12,119.91		10,349.20	10,349.20		
303-2528	1	XI -9665-008	24,918.91	30,211.89	30,057.73	85.00	25,549.07	24,918.91	630.16 B	
203-1908	1	XI -9674-003	4,000.00	5,029.84	5,029.84	85.00	4,275.36	4,000.00	275.36 B	
>403-1910	1	XI -9674-003	250.00	114.72	114.72	100.00	114.72	114.72		
		PROJ TOTALS	4,250.00	5,144.56	5,144.56		4,390.08	4,114.72	275.36	

9397

D

January 20, 1983

Klein & Hand, P.C.
Attorneys at Law
P. O. Box 377
Woodburn, OR 97071

CON 5
#9397

Attention: Lucien S. Klein

Gentlemen or Ladies:

Thank you for your letter of December 28, 1982, on behalf of your client, Cantel, Incorporated, informing us that their claim has been paid in full.

You state this is in reference to the Gresham Paving, Inc., Contract No. 9397 for work on Oatfield Road at S.E. Thiessen Road in Clackamas County.

We assume this is the claim filed on December 3 for rentals and sales of hazard warning equipment in the amount of $2,318.17.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

NOTED ON CARD
1-20-83 lc

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

December 28, 1982

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97301

Re: Your file no. CON 5
#9397

Dear Mr. Gormsen:

In behalf of my client, Cantel, Incorporated, I am advising you that Cantel, Incorporated has been paid in full for its claim filed against Gresham Paving, Inc., for Contract No. 9397, for the work on Oatfield Road at S.E. Thieson Road, Clackamas County, Oregon.

Very truly yours,

LUCIEN S. KLEIN

LSK:cad

RECEIVED
DEC 30 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 82-232
9397

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 13 1982
NORMA PAULUS
SECRETARY OF STATE

December 9, 1982

IN REPLY REFER TO:
FILE NO.:

CON 5
#9397

RECEIVED
DEC 14 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Klein & Hand, P.C.
Attorneys at Law
P. O. Box 377
Woodburn, OR 97071

Attention: Lucien S. Klein

Gentlemen or Ladies:

This will acknowledge your letter of December 3, 1982, with attached Notice of Claim from your client, Cantel Incorporated, concerning the following Highway Division contract:

FILED BY: Cantel Incorporated

AMOUNT: $2,318.17

FOR: Rentals and sales of hazard warning equipment

AGAINST (Prime contractor): Gresham Paving, Inc.

CONTRACT NO.: 9397

PROJECT: Oatfield Road at S.E. Thiessen Road, Clackamas County

SURETY: Fireman's Fund Insurance Co.

AGENT: Boyd & Company Insurance

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RWG:dc

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

NOTED ON [illegible]
12-20-82 jp

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

December 3, 1982

CERTIFIED MAIL NO. P329 781 034
RETURN RECEIPT REQUESTED

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Enclosed is a Notice of Claim executed by Cantel, Incorporated against the bond of Gresham Paving, Inc. for the State Highway Project described in the Notice of Claim.

Copies of this Notice of Claim, substantiating invoices, statement, and Proof of Claim are being sent to Mr. Thane W. Tienson, attorney for Fireman's Fund Insurance Company.

Very truly yours,

Lucien S. Klein

LUCIEN S. KLEIN

LSK:cad

Enclosure

RECEIVED
DEC 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Department of Transportation
State Highway Division

Notice hereby is given that the undersigned, CANTEL INCORPORATED, has a claim for rentals and sales of hazard warning equipment in the sum of $2,318.17 against the bond taken from Fireman's Fund Insurance Companies as surety for Gresham Paving, Inc., as principal, for the work of Contract No. 9397, Oatfield & Thiessen Project in Clackamas County, Oregon.

Dated: December 3, 1982.

CANTEL INCORPORATED

By: Raymond Kahl
President

RECEIVED
DEC 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9397

2.

October 25, 1982

Mitchell, Lang & Smith
Attorneys at Law
101 S.W. Main Street
Portland, OR 97204

CON 5
#9255, 9250, 9404,
9397, 9396, 9391

Attention: Thane W. Tienson

Gentlemen:

This will acknowledge your letter of October 7 stating that you represent Fireman's Fund Insurance Company, surety for Gresham Paving, Inc., on Contract Nos. 9255, 9250, 9404, 9397, 9396 and 9391.

As requested in that letter, the Highway Division will make the checks for the contract balances on all the above projects payable to Gresham Paving Company, X Fireman's Fund Insurance Companies and mailed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Sincerely,

[illegible]IED O[illegible]
dc 10-25-82

Robert W. Gormsen
COMMISSION SERVICES

cc: Gresham Paving, Inc.
4340 S.E. 174th
Portland, OR 97236

Boyd & Company Insurance
10201 S.E. Washington St.
Portland, OR 97216

Mr. B. Michael Bowen
Fidelity & Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

bc: Jack Sollis
C. T. Kassey
Robert Church
Jan Petersen
Ed Hardt
Charles Lobaugh
Jim McNamee
Willard Hoffman

FKN:dc

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

RECEIVED
OCT 15 1982
LEGAL

October 13, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: State Contract No.'s: 9391, 9396
9397, 9404, 9250 & 9255

Attention: Robert Gormsen

Dear Mr. Gormsen,

As discussed with you yesterday by phone this letter will authorize the payment of our checks to be issued in our name and mailed directly to our bonding company (Fireman's Fund Insurance Co.).

Please contact me if you have any questions.

Sincerely,

GRESHAM PAVING, INC.

Scott F. Pickens
President

cc: Mike Bowen - Fireman's Fund
Thain Tienson - Attorney

10-18-82

RECEIVED
OCT 15 1982
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

MITCHELL, LANG & SMITH
ATTORNEYS AT LAW
2000 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 221-1011

CHARLES T. SMITH
RICHARD L. LANG
WM. H. MITCHELL
JEFFREY M. KILMER
WILLIAM A. MASTERS
WM. KELLY OLSON
E. PENNOCK GHEEN
MICHAEL A. LEHNER
DENNIS J. HUBEL
BRUCE M. WHITE
THANE W. TIENSON
MARGARET LEEK LEIBERAN

DONALD E. HERSHISER
OF COUNSEL

ANDREW K. CHENOWETH
REX A. MALOTT
BRUCE L. SCHAFER
STEPHEN C. VOORHEES
JAMES R. MARTIN
JOHN A. WITTMAYER
MARK R. MOLINE

October 7, 1982

10/12/82
Bob called
contractor
to get letter
of ok from
them

Mr. Robert Gormsen
Commission Services
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

RE: OSHD Jobs 9391, 9396, 9397, 9404, 9250, & 9255
Our File No. 250/30662-0

Dear Mr. Gormsen:

I represent Fireman's Fund Insurance Company, the surety for Gresham Paving, on the above-captioned projects. I hereby direct you to make your checks for the contract balances on all projects payable to "Gresham Paving Company, c/o Fireman's Fund Insurance Companies". All checks should be directed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
FIREMAN'S FUND INSURANCE COMPANY
Post Office Box 3825
Portland, Oregon 97208

I've enclosed a copy of the General Indemnity Agreement executed by Gresham Paving Company and the principals involved, Scott and Charlene Pickens. As you will observe, the terms of the agreement permit Fireman's Fund to request all monies owed to Gresham Paving on the projects bonded by Fireman's Fund Insurance Company to be directed to Fireman's Fund. This authority is granted to Fireman's Fund in the event of a failure by Gresham Paving to pay for labor or

Mr. Robert Gormsen
October 7, 1982
Page Two

materials in the prosecution of the contract (see paragraphs 4 and 5). As you are no doubt aware, there have been such failures, and it is for that reason that this request is being made.

Thank you for your cooperation. Please call me if you have any questions.

Very truly yours,

Thane W. Tienson

TWT:dj
Enclosures

cc: Jan Peterson
Michael Bowen
Robert D. Church

RECEIVED
OCT 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FIREMAN'S FUND
INSURANCE COMPANIES

☐ FIREMAN'S FUND INSURANCE COMPANY
☐ THE AMERICAN INSURANCE COMPANY
☐ NATIONAL SURETY CORPORATION
☐ ASSOCIATED INDEMNITY CORPORATION
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY

Copy to H.O.
#31

GENERAL INDEMNITY AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, that whereas the undersigned, hereinafter called Indemnitors, have requested and do hereby request FIREMAN'S FUND INSURANCE COMPANY, THE AMERICAN INSURANCE COMPANY, NATIONAL SURETY CORPORATION, ASSOCIATED INDEMNITY CORPORATION or AMERICAN AUTOMOBILE INSURANCE COMPANY, as the case may be, any one or all hereinafter referred to as Surety, to execute or procure the execution of such bonds, undertakings or recognizances (all of which are hereinafter included within the term "bond or bonds") as have been and such as may hereafter be applied for directly or through an agent, attorney or other representative or required, solely or as co-adventurer with others, by any of the Indemnitors or by any person, firm, corporation or association whose name shall, for that purpose, have been furnished to the Surety by any of the Indemnitors, it being understood and agreed that this instrument shall cover all bonds so applied for and executed, whether or not this instrument is referred to or mentioned in connection therewith;

NOW, THEREFORE, in consideration of the premises and of the execution or continuance of such bonds, the Indemnitors for themselves, their heirs, executors, administrators, successors and assigns, do hereby jointly and severally, covenant and agree with the Surety, its successors and assigns, as follows:

1. The Indemnitors will pay, when due, all premiums for each of such bonds in accordance with the Surety's regular manual rates in effect on the date such bond becomes effective, as long as liability thereunder shall continue, and until the Surety is furnished with evidence satisfactory to the Surety of its discharge or release from the bonds, or of all liability by reason thereof.

2. The Indemnitors will indemnify the Surety against any and all liability, loss, costs, damages, fees of attorneys and other expenses which the Surety may sustain or incur by reason of, or in consequence of the execution of such bonds and any renewal, continuation or successor thereof, including but not limited to, sums paid or liabilities incurred in settlement of, and expenses paid or incurred in connection with claims, suits, or judgments under such bonds, expenses paid or incurred in enforcing the terms hereof, in procuring or attempting to procure release from liability, or in recovering or attempting to recover losses or expenses paid or incurred, as aforesaid.

3. If the Surety shall set up a reserve to cover any liability, claim asserted, suit or judgment under any such bond, the Indemnitors will, immediately upon demand and whether or not the Surety shall have made any payment therefor, deposit with the Surety a sum of money equal to such reserve and any increase thereof as collateral security on such bond, and such sum and any other money or property which shall have been or shall hereafter be pledged as collateral security on any such bond shall be available, in the discretion of the Surety, as collateral security on all bonds coming within the scope of this instrument or for any other indebtedness of the Indemnitors to the Surety; and any such collateral security shall be held subject to the terms of the Surety's regular form of receipt for collateral, which is by reference made a part hereof.

4. If any such bond be given in connection with a contract, the Surety in its sole discretion is hereby authorized, but not required, (a) to consent to any change in the contract or in the plans and specifications relating thereto; (b) to make or guarantee advances or loans for the purposes of the contract without any obligation to see to the application thereof, it being understood that the amount of all such advances or loans shall be conclusively presumed to be a loss hereunder for which the Indemnitors are liable; (c) in the event of any default in the performance of the contract, or the breach of this agreement or of any bond connected therewith, or the failure to diligently prosecute the work under any contract, or to pay for labor and materials used in the prosecution of the contract, or in the event work has ceased or been suspended on any contract or contracts covered by any said bonds, to take possession of the work under the contract, and, at the expense of the Indemnitors, to complete the contract or cause the same to be completed or to consent to the completion thereof, and to take any other action which the Surety may deem appropriate. In the event that the Surety takes possession of the work as above provided, the Indemnitors hereby release and discharge the Surety, in this connection, from all liability for all its actions and omissions except for deliberate malfeasance.

5. The Indemnitors hereby assign, transfer, pledge and convey to the Surety (effective as of the date of each such bond, but only in the event of default, breach or failure as referred to in preceding Section 4.), as collateral security, to secure the obligations hereunder and any other indebtedness and liabilities of the Indemnitors to the Surety, all of their rights under the contracts, referred to in such bonds, including their right, title and interest in and to (1) all subcontracts let in connection therewith and such subcontractors' surety bonds, (2) all machinery, plant, equipment, tools and materials which shall be upon the site or sites of the work or elsewhere for the purposes of the contracts, including all materials ordered for the contracts, and (3) any and all sums due or which may thereafter become due under such contracts and all sums due or to become due on all other contracts, bonded or unbonded, in which any or all of the Indemnitors have an interest.

6. The Surety may at its option, file or record this agreement or any other document executed by any or all of the Indemnitors, individually or jointly, in connection with application, issuance or execution of any bond or bonds, as a security agreement or as part of a financing statement or as notice of its prior interest and assignment under the provisions of the Uniform

Commercial Code or any other statute or regulation of any jurisdiction or agency, but that the filing or recording of such document shall be solely at the option of the Surety and that the failure to do so shall not release or impair any of the obligations of the Indemnitors under this agreement.

7. If any of the bonds are executed in connection with a contract which by its terms or by law prohibits assignment of contract proceeds, or any part thereof, the Indemnitors covenant and agree to hold all money or other proceeds of the contract, whether received as payment or loan, as a trust for the benefit of the Surety and to use such money or other proceeds for the purpose of performing the contract and discharging the obligation of the bond, and for no other purpose, until the bond is completely exonerated.

8. The Surety shall have the exclusive right to decide and determine whether any claim, liability, suit or judgment made or brought against the Surety or the Indemnitors or any one of them on any such bond shall or shall not be paid, compromised, resisted, defended, tried or appealed, and the Surety's decision thereon, if made in good faith shall be final and binding upon the Indemnitors, unless the Indemnitors shall request the Surety to litigate such claim or demand, or to defend such suit, or to appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount, to be used in paying any judgment or judgments rendered or that may be rendered, with interest, costs, expenses and attorneys fees, including those of the Surety. An itemized statement of payments made by the Surety for any of the purposes specified herein, sworn to by an officer of the Surety, or the voucher or vouchers for such payments, shall be prima facie evidence of the liability of the Indemnitors to reimburse the Surety for such payments, with interest.

9. The Indemnitors hereby authorize the Surety in its sole discretion to do the following: (a) from time to time to make or consent to any change in, or issue any substitute for or renewal of, any such bond, or in any contract referred to in any such bond, and this instrument shall apply to such substituted or changed bond or renewal; (b) if any such bond be given in an action or proceeding in any court, to recognize any attorney of record in such action or proceeding for any party thereto at the date of the execution of such bond as the authorized representative of such party until the Surety shall have been fully discharged from liability under such bond; (c) to take such steps as the Surety may deem necessary or proper to obtain release from liability from any such bond.

10. The Indemnitors hereby waive notice of the execution of any such bonds or of any act, fact or information coming to the notice or knowledge of the Surety concerning or affecting its rights or liabilities under any such bond or rights or liabilities of the Indemnitors hereunder, notice of all such being hereby expressly waived.

11. If the Surety shall procure any other company or companies to execute or join with it in executing, or to reinsure, any such bonds, this instrument shall inure to the benefit of such other company or companies, its or their successors and assigns, so as to give to it or them a direct right of action against the Indemnitors to enforce this instrument and, in that event, the word "Surety", wherever used herein, shall be deemed to include such company or companies, as their respective interests may appear.

12. The liability of the Indemnitors hereunder shall not be affected by the failure of any party to sign any such bond nor by any claim that other indemnity or security was to have been obtained nor by the release of any indemnity, or Indemnitor, nor the return or exchange of any collateral that may have been obtained; and if any party signing this instrument is not bound for any reason this obligation shall still be binding upon each and every other party.

13. Separate suits may be brought hereunder as causes of action accrue, and suit may be brought against any or all of the Indemnitors; and suit or suits upon one or more causes of action, or against one or more of the Indemnitors, shall not prejudice or bar subsequent suits against any other or all of the Indemnitors on the same or any other cause or causes of action, whether theretofore or thereafter accruing.

14. The Indemnitors waive any defense that this instrument was executed subsequent to the date of any such bond, admitting and covenanting that such bond was executed pursuant to the Indemnitors' request and in reliance on the Indemnitors' promise to execute this instrument. In the event any part of this indemnity agreement shall be void under the law of the place governing the construction hereof, then such part only shall be considered as deleted and the remainder of this agreement shall endure in full force and effect.

15. The Surety, at its option, may decline to execute or participate in or procure the execution of any such bonds.

16. Wherever used in this instrument the plural term shall include the singular and the singular shall include the plural, as the circumstances require.

17. The Indemnitors hereby irrevocably nominate, constitute, appoint and designate the Surety or its designee as their Attorney in Fact with the right, but not the obligation, to exercise all of the rights of Indemnitors assigned, transferred and set over to the Surety in this Agreement, and in the name of the Indemnitors or any of them to make, execute and deliver any and all additional or other assignments, documents or papers, including but not limited to the execution of instruments referred to in Section 5, and the endorsement of checks or other instruments representing payment of contract monies, deemed necessary and proper by the Surety in order to give full effect not only to the intent and meaning of the within assignments, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement. The Indemnitors hereby ratify and affirm all acts and actions taken and done by the Surety or its designee as such Attorney in Fact.

18. The Indemnitors hereby waive and abandon, so far as their respective obligations under this agreement are concerned, all rights to claim any of the property, including the respective homesteads, as exempt from levy, execution, sale or other legal process under the laws of any state, territory, or possession.

19. The obligation of the Indemnitors hereunder shall be continuous; provided, however, that any of the Indemnitors may give the Surety not less than thirty days written notice by registered mail of his desire to terminate this agreement but any such notice of termination shall not operate to modify, bar, discharge, limit, affect or impair his liability hereunder on or by reason of any such bond executed prior to the termination of such thirty days.

20. This agreement may not be changed or modified orally. No change or modification shall be effective unless specifically agreed in writing.

IN TESTIMONY WHEREOF, the Indemnitors, intending to be legally bound hereby, have hereunto set their hands and affixed their seals this 23rd day of February, 19 81

Witness or Attest

GRESHAM PAVING, INC.

By: X Scott Pickens (Seal)

Scott Pickens, President

P. O. Address

By: X Scott Pickens

Scott Pickens, Individually (Seal)

P. O. Address

By: Charlene Pickens

Charlene Pickens, Individually (Seal)

P. O. Address

(Seal)

P. O. Address

(Seal)

P. O. Address

INDIVIDUAL(S) ACKNOWLEDGMENT

STATE OF Oregon } ss:

COUNTY OF Multnomah }

On this June 2, 81 day of , 19 , before me personally came Scott Pickens & Charlene Pickens, to me known and known to me to be the *individual(s)* who executed the foregoing instrument, and acknowledged that they executed same.

Cynthia L. Patterson

NOTARY PUBLIC

PARTNER(S) ACKNOWLEDGMENT

STATE OF } ss:

COUNTY OF }

On this day of , 19 , before me personally came , to me known, and stated that he is (are) *partner(s)* in the firm of and acknowledged that he executed the foregoing instrument as the act of the said firm.

NOTARY PUBLIC

(FOR CORPORATE ACKNOWLEDGMENT(S) SEE FOLLOWING PAGE)

CORPORATE ACKNOWLEDGMENT(S)

STATE OF Oregon
COUNTY OF Multnomah } ss:

On this 2nd day of June, 19 81, before me personally came Scott Pickens, to me known, who, being by me duly sworn, did depose and say that he resides in Boring, Oregon, that he is the President of the GRESHAM PAVING, INC. the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Cynthia L. Patterson
NOTARY PUBLIC

STATE OF ____
COUNTY OF ____ } ss:

On this ____ day of ____, 19 ____, before me personally came ____, to me known, who, being by me duly sworn, did depose and say that he resides in ____, that he is the ____ of the ____ the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

____
NOTARY PUBLIC

STATE OF ____
COUNTY OF ____ } ss:

On this ____ day of ____, 19 ____, before me personally came ____, to me known, who, being by me duly sworn, did depose and say that he resides in ____, that he is the ____ of the ____ the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

____
NOTARY PUBLIC

9397.

ROSSI & BORNEMAN
Attorneys and Counselors at Law
P.O. Box 480
345 N. Fifth Street
Coos Bay, Oregon 97420

(503) 269-7124

Gary D. Rossi
Nancy A. Borneman

September 17, 1982

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Hansen Electric Co.
CON 5 #9397

Dear Mr. Gormsen:

Enclosed herewith please find a copy of the assignment form I have adapted from your form 81-734-1204 to fit the specifics of the Gresham Paving, Inc. - Hansen Electric Co. situation.

I have sent a copy of this letter and a copy of the proposed form to Mr. Mike Bowen of Fireman's Fund, the prime contractor's surety for approval.

Hopefully, all parties will agree to this method of payment to Hansen Electric Co., so that the project may proceed. Through my previous correspondence to OSHD, Hansen Electric has withheld further performance, until it is assured of timely progress payments. Secondly, Hansen Electric cannot commence performance until it is assured that it will not be held responsible for any of the delays on #9397 experienced to date.

Your cooperation on this matter is greatly appreciated.

Very truly yours,

Gary D. Rossi

Gary D. Rossi

GDR/pat
enclosure
cc: Mike Bowen
Hansen Electric Co.

RECEIVED
SEP 20 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10-22-82
gormsen did
not want to
ackn or respond
to this letter fran

info only - as of
10-22- did not rec. attached
signed by Gresham

STATE OF OREGON - HIGHWAY DIVISION
ASSIGNMENT OF CLAIM

FOR the consideration of promises and other value to Gresham Paving, Inc. paid, the undersigned the prime contractor upon OSHD Contract No. 9297, hereby sells, assigns and transfers the within claim for all proceeds due from OSHD upon Contract No. 9297 which relates to the construction and installation of traffic signals (bid item No. 26) to Hansen Electric Co. Payments shall be made by OSHD directly to Hansen Electric Co. as they fall due under progress payments based upon percentage of completion pursuant to said contract. Hansen Electric Co. is authorized and empowered to act as agent for Gresham Paving, Inc. and in its name, place and stead, to verify said claim to the extent limited hereunder and to sign, receipt for and receive any warrant, which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Dated September _____, 1982.

GRESHAM PAVING, INC.

By ______________________________

Title: __________________________

STATE OF OREGON)
) ss.
County of _______)

Personally appeared before me this _____ day of September, 1982, _________________________ who is the President of Gresham Paving, Inc. and that said instrument was signed in behalf of said corporation by authority of its board of directors; and he acknowledged said instrument to be its voluntary act and deed.

____
Notary Public for Oregon
My Commission expires: ____________

Fireman's Fund Insurance Companies, the surety for Gresham Paving, Inc. upon OSHD 9397, does hereby approve this assignment.

Dated September _____, 1982.

FIREMAN'S FUND INSURANCE COMPANIES

By ___________________________

Title ___________________________

Hansen Electric Co., the electrical subcontractor to Gresham Paving, Inc. upon OSHD 9397 and the assignee herein does hereby release Fireman's Fund Insurance Companies of its surety liability under OSHD No. 9397 to the extent of any payments made by OSHD to Hansen Electric Co. pursuant to this assignment.

Dated September _____, 1982.

HANSEN ELECTRIC CO.

By ___________________________

Title ___________________________

9397

L.

September 9, 1982

Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

COM 5
#9397

Attention: B. Michael Bowen

Gentlemen:

We have received your letter dated July 26, 1982, addressed to Charles Lobaugh, Project Manager, concerning Contract No. 9397 awarded to Gresham Paving, Inc. for work on the Oatfield Road at S.E. Thiessen Road Section of FAU 9665 in Clackamas County.

As requested in your letter, we will make no further payment to Gresham Paving, Inc. on the above contract without the written consent of Fireman's Fund Insurance Company.

Please address further correspondence concerning the above to my attention at 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

bc: C. T. Keasey
Ed Hardt
Charles Lobaugh
Robert Church
Jan Peterson
Jack Sollis

FIREMAN'S FUND
INSURANCE COMPANIES

Portland Branch Office
121 S.W. Salmon Street, Suite 900
P.O. Box 3825
Portland, Oregon 97208
Telephone (503) 226-3761

JAMES A. ABBOTT CPCU
Resident Vice President

July 26, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
3700 S.E. 92nd Avenue
Portland, Oregon 97266
Attention: Charles Lo~~u~~baugh

Our Principal: Gresham Paving, Inc.
Obligee: State of Oregon
Contract Id: 93-97 Oatfield & Thieson
Bond Id: SC 637 38 75

Dear Mr. Loubaugh:

Fireman's Fund as Surety having executed its bond on the above captioned contract, hereby directs you to make no further payment to Gresham Paving, Inc. on said contract without the express written consent of said Fireman's Fund Insurance Company.

This direction is given in accordance with the terms and provisions contained in and existing Indemnity Agreement between Gresham Paving, Inc. and Fireman's Fund Insurance Company.

Very truly yours,

B. Michael Bowen

B. Michael Bowen
F & S Specialist
FIREMAN'S FUND INSURANCE COMPANY

B-4/L-4

9-7-82
Orig.: Bob Gormsen

xc: Jan Peterson
Bob Church

RECEIVED
SEP 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JUL 27 1982
PROJECT MGR.
CHUCK LOBAUGH

Subsidiaries of

9397

L.

"HELPING BUILD THE WEST"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.

Division of Willamette-Western Corporation

3510 S.W. BOND AVENUE • P.O. BOX 03190 • PORTLAND, OREGON 97203 • 503-285-9111 • TELEX: 360873 • CABLE ADDRESS: WILDWEST

September 1, 1982

RECEIVED
STATE HWY ENGR
OCT 20 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

10/21
cy
Kenny

BY DELIVERY

Mr. Fred Miller
Director
Oregon State Highway Division
Transportation Building
Salem, OR 97310

Re: Department of Transportation Contract No. 9397

Dear Mr. Miller:

Gresham Paving, Inc. has requested that we supply materials on the Oatfield and Thiesen project, Oregon State Highway Department project #9397. We have indicated to them that in order to supply materials to this job and assure ourselves payment, we would require an assignment of funds which would specify that payment would be made directly by the Oregon State Highway Department to Western Pacific Construction Materials in satisfaction of materials sold.

Enclosed, please find a signed Assignment of Funds on the Highway Division's form from Gresham Paving to Western Pacific Construction Materials Co. to cover the above described transaction. Your signature at the bottom of this letter will acknowledge receipt of this assignment and verification that, in fact, this assignment will take place and funds will be remitted directly to Western Pacific Construction Materials Co. for the amount of the assignment, $25,000, in the event Gresham Paving, Inc. would otherwise have been entitled to the payment of such amount in discharing its obligations under Contract No. 9397.

This Assignment of Funds shall in no way prejudice or waive any rights and/or remedies that Western Pacific Construction Materials may have against Gresham Paving and/or Fireman's Fund Insurance Co. in supplying the aforementioned materials, including by way of example a remedy against the surety bond issued by Fireman's Fund on this job.

WILLAMETTE TUG & BARGE CO. **WESTERN-PACIFIC PILE DRIVING CO.** **WESTERN-PACIFIC DREDGING CORP.**

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery • Oil Spill Cleanup

If you have any questions, please feel free to contact me.

Sincerely,

WESTERN PACIFIC CONSTRUCTION MATERIALS CO.
(a division of Riedel International, Inc.)

James A Repman
James A. Repman
Vice President &
General Manager

JAP/ber

Enclosure

cc: Dale Harmon

C3/B

ACKNOWLEDGED AND AGREED TO:

OREGON STATE HIGHWAY DEPT.

By: ______________________
W. E. Schwartz

Date: 10/20/82

APPROVED AS TO
LEGAL SUFFICIENCY
Dale K. Harmon
Asst. Attorney General
Date Oct. 20, 1982

The undersigned authorized agent of Gresham Paving, Inc. has read and fully understood and agrees to the terms of the foregoing letter.

GRESHAM PAVING, INC.

By: ______________________

Capacity: Pres

Date: 9/1/82

The undersigned authorized agent of Fireman's Fund Insurance Co. has read and fully understood and agrees to the terms of the foregoing letter.

FIREMAN'S FUND INSURANCE CO.

By: ______________________

Date: 10/13/82

GENERAL POWER OF ATTORNEY

FIREMAN'S FUND INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That FIREMAN'S FUND INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of California, and having its principal office in the City and County of San Francisco, in said State, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----STEVEN JOEL HANSON-----

PORTLAND, OR

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof ----------------------------

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of FIREMAN'S FUND INSURANCE COMPANY now in full force and effect.

"Article VIII, *Appointment and Authority Assistant secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30, *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31, *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of FIREMAN'S FUND INSURANCE COMPANY at a meeting duly called and held on the 15th day of July, 1966, and said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney, or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, FIREMAN'S FUND INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed this 21st day of July, 19 80.

FIREMAN'S FUND INSURANCE COMPANY

By William W. Lauber
Vice-President

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 21st day of July, 19 80, before me personally came William W. Lauber, to me known, who, being by me duly sworn, did depose and say: that he is Vice-President of FIREMAN'S FUND INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

OFFICIAL SEAL
SUSIE K. GILBERT
NOTARY PUBLIC - CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Nov. 17, 1980

Susie K. Gilbert
Notary Public

CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Resident Assistant Secretary of FIREMAN'S FUND INSURANCE COMPANY, a CALIFORNIA Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked; and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 13th day of October, 19 82.

W. D. Snyder
Resident Assistant Secretary

360711 (HO) — FF — 3-80

Form 81-734-1204

STATE OF OREGON—HIGHWAY DIVISION

ASSIGNMENT OF ~~CLAIM~~ FUNDS

FOR THE CONSIDERATION OF TWENTY-FIVE THOUSAND DOLLARS AND 00/100 CENTS ($ 25,000.00) Dollars, to us paid, we (Gresham Paving, Inc. hereby sell, assign and transfer the within claim for Pay Estimate No. 3 (October 1982 Payment Voucher) in connection with contract No. 9397 With the Oregon State Transportation Commission for the Oatfield & Thiessen Project.

to Western-Pacific Construction Materials and authorize and empower said Western-Pacific Construction Mtls 3510 S. W. Bond Portland, Oregon 97201 to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Division such action by the Division shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 27th day of August, 1982

Executed in the presence of us as witnesses:

Cynthia Lee White

Gresham Paving, Inc.

9391 CL-82-[illegible]

bc: Secretary of State - Please advise us of your filing dates and numbers of the attached claims on the enclosed copy of this letter. They have been filed directly by the attorney.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1982

FILED
AUG 9 1982
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO..
CON 5
#9391
#9396
#9397

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Avenue, Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

Gentlemen:

This will acknowledge a copy of your letter of July 30, 1982, addressed to Norma Paulus, Secretary of State, with attached Notices of Claims and invoices on behalf of Signals and Control Systems of Oregon for equipment and labor provided to Hansen Electric Company, subcontractor, on the following Gresham Paving, Inc. contracts:

1) Contract No. 9391 for S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County. Amount of claim: $9,682.

2) Contract No. 9396 for Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County. Amount of claim: $16,185.

3) Contract No. 9397 for Oatfield Road at S.E. Thiessen Road in Clackamas County. Amount of claim: $1,930.

The Fireman's Fund Insurance Company through their agent furnished the bonds on these contracts. We will advise them and the prime contractor of the receipt of these claims.

Please advise this office when your client's claims have been paid.

Sincerely,

8-24-82 dmc

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 1? 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

July 30, 1982

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Ms. Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97320

Re: Claims on Performance Bonds
Jobs 9391, 9396, and 9397

Dear Ms. Paulus:

Enclosed for filing are Claims on Performance Bonds on jobs 9391, 9396, and 9397.

Thank you for your assistance.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM/lm

encl.

cc: Gresham Paving, Inc.
Hansen Electric, Inc.
State Highway Division

[illegible]
P22

RECEIVED
AUG [illegible] 1982
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION
by and through the Oregon State Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS OF OREGON, INC., an Oregon corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems of Oregon, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals and Control Systems of Oregon, Inc., by and through its officer and employee, Gordon O. Dale; said claim being in the sum of $1,930.00 against the bond taken from GRESHAM PAVING, INC., an Oregon corporation, 4540 S.E. 174th, Portland, Oregon 97236 and the surety thereon being Fireman's Fund Insurance Company by way of performance bond No. 6373877 for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in installation on the Oatfield Road and S.E. Thiesen, Clackamas County project, and in reference to Oregon Highway Job No. 9397. Said equipment and labor was provided by claimant to Hansen Electric Co., 1127 South Broadway, Coos Bay, Oregon 97420, who was a subcontractor to Gresham Paving, Inc.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 270.528.

DATED this 30th day of July, 1982.

SIGNALS & CONTROL SYSTEMS OF OREGON

By: s/ Monte C. McKeehen

CERTIFIED TRUE COPY
By

Sch. # J0028

Hwy # ~~FAU [illegible]~~
Contract 9397

SIGNALS & CONTROL SYSTEMS OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

SOLD TO
HANSEN ELECTRIC
1127 S. BROADWAY
COOS BAY, OR. 97420

SHIP TO
HANSEN ELECTRIC
1127 S. BROADWAY
COOS BAY, OR. 97420

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B.	DATE
0601-18881	DALE		NET 30	SURFACE	COOS BAY	6-7-82

4		P/N 7037-13 INCAND. PED HEAD			691.00

RECEIVED

REDIFORM 7S748
POLY PAK (50 SETS) 7P748

QUAD

INVOICE

INVOICE NO
J#0028

Contract
FAU 9665

SIGNALS & CONTROL SYSTEMS OF OR., INC.

1935 DAVCOR S.E.

SALEM, OREGON 97302

SOLD TO
HANSEN ELECTRIC
P.O. BOX 1228
COOS BAY, OREGON 97420

SHIP TO
SIGNALS & CONTROL SYSTEMS
OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F O B	DATE
0601-18881	DALE	4-26-82	NET 30	[illegible]	SALEM	4-28-82

4		3 SECTION SIGNALS "12" "12" "12"	
2		3 SECTION SIGNALS "12" "8" "[illegible]"	1,239.00

RECEIVED [illegible] 3 [illegible]

9397 CL 82 152

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 30, 1982

FILED
AUG 03
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO FILE NO.:

CON 5
#9391
#9396
#9397 ✓

Rossi & Borneman
P. O. Box 480
Coos Bay, OR 97420

Attention: Gary D. Rossi

Gentlemen:

This will acknowledge receipt of your letter of July 22, 1982 with attached Notice of Claims from Hansen Electric Company, subcontractor, for labor and material on the following Gresham Paving, Inc. contracts:

Contract No. 9391 for work on S.E. Harmony Road at S.E. Price Fuller Road in Clackamas County. Amount owing: $28,902.85 plus interest.

Contract No. 9396 for work on Clackamas Highway-32nd Avenue (Milwaukie) Section of FAU 9714 in Clackamas County. Amount owing: $46,806.35 plus interest.

Contract No. 9397 for work on Oatfield Road at S.E. Thiessen Road on FAU 9665 in Clackamas County. Amount owing: $18,071.93 plus interest.

As you know, Fireman's Fund Insurance Company furnished the bonds on these contracts. We will advise them and the prime contractor of the receipt of these filings.

Please advise this office when your client's claims have been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

8-24-82 dmc

RECEIVED
AUG 13 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

js

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

bc: Secretary of State - The attorney has filed the attached claims directly with you. Please advise of the filing dates and numbers on the enclosed copy of this letter.

ROSSI & BORNEMAN
Attorneys and Counselors at Law
P.O. Box 480
345 N. Fifth Street
Coos Bay, Oregon 97420

(503) 269-7124

Gary D. Rossi
Nancy A. Borneman

July 22, 1982

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

Clerk or Auditor
Oregon State Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: OSHD 9391,9396 and 9397, Gresham Paving Inc./Hansen Electric Co.

Enclosed herewith for filing please find the 3 Notices of Claims of Hansen Electric on the above referenced jobs.

Very truly yours,

Gary D. Rossi

Gary D. Rossi

NOTED

GDR/pat
cc: Gresham Paving, Inc.
Fireman's Fund
Secretary of State
Hansen Electric

RECEIVED
JUL 23 [illegible]
COMM [illegible]
DEPARTMENT OF TRANSPORTATION [illegible]

RECEIVED
JUL 23 1982
HIGHWAY ACCOUNTING

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9391 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 28,902.85, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

NOTICE OF CLAIM

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9396 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 46,806.35, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

NOTICE OF CLAIM

ORS 279.528

NOTICE OF CLAIM

TO: Oregon State Highway Division.

Notice is hereby given that Hansen Electric Co. has a claim for the performance of labor and the supply of material on OSHD # 9397 as the subcontractor of Gresham Paving, Inc., the general contractor and according to the subcontract, plans and specification of said job. The labor and materials were used in the construction of traffic control signals and equipment. The sum now due and owing is $ 18,071.93, together with contractual and legal interest thereon from the date due until paid. This claim is made against the bond taken from Gresham Paving Inc. as principal and Fireman's Fund Insurance Companies, 121 S. W. Salmon St., Portland, Oregon, 97208 as surety upon the above referenced job.

Dated July 22, 1982.

HANSEN ELECTRIC CO.

By Gayle Hansen
Secretary/Treasurer

Original: Oregon State Highway Division
cc: Gresham Paving, Inc.
Fireman's Fund Insurance Companies
Secretary of State, Salem, Oregon

NOTICE OF CLAIM

9397

NOTICE OF CLAIM

To: Norma Paulus, Secretary of State, State of Oregon, and
Department of Transportation, State of Oregon

Notice hereby is given that the undersigned Boyd & Co. Insurance has a claim for premium for performance bond in the sum of $881.00 against the bond of Gresham Paving Co., 4540 S. E. 174th Street, Portland, Oregon 97236 for the work of road improvement at Oatfield and Thiesen Roads, contract number 9397. Invoice No. 64850 attached.

DATED this 30th day of June, 1982.

Boyd & Co. Insurance

by

State of Oregon)
ss
County of Multnomah)

I, Ted R. Boyd, being first duly sworn, depose and say that I am the President of claimant corporation named in the foregoing notice of claim and know the contents thereof to be correct and true, as I verily believe.

Ted R. Boyd

SUBSCRIBED AND SWORN before me this 30th day of June, 1982.

Mildred L. Johnson
Notary Public for Oregon
My commission expires: 1/16/83

no resp. nec. file only per Sallis

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE NUMBER
№ 64850

PLEASE RETURN
THIS PORTION WITH
YOUR PAYMENT

PHONE 236-1122
Insurance
1020 S.E. WASHINGTON
PORTLAND, OREGON 97214
PERSONALIZED SERVICE

Gresham Paving Co.
4540 S.E. 174th.
Portland, Oregon 97236

ACCTG MONTH: 12
TYPIST: bg
AGENCY NUMBER: 03-0899
PROD/BRKR CODES NO. 1: 01
PROD/BRKR CODES NO. 2:
SPECIAL CODES NO. 1: ☐ NO. 2: ☐ NO. 3: ☐

CUSTOMER NO.: GRE855
INSURED'S NAME IF DIFFERENT FROM CUSTOMER FILE:
DATE: 12/7/81

POLICY NUMBER	EFFECTIVE DATE MO. - DAY - YR.	RENEWAL DATE MO. - DAY - YR.	INVOICE NUMBER
Bond SCR637 38 77	11/18/81	11/18/82	№ 64850

COMMISSION RATES AGENCY	PRO/BKR 1	PRO/BKR 2	BUSINESS CODE	TRAN	COMPANY CODE	DESCRIPTION OF COVERAGE	PREMIUM
30			85	1	21	Performance Bond - Ore. State Highway Dept. - Oatfield Rd. & Thiesen Rd.	$881.00

BALANCE:

PREMIUMS ARE DUE ON
EFFECTIVE DATE OF POLICY

OCR-14/SMS 11-79 (M/F)

PRINTED IN U.S.A.

CUSTOMER FILE COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9397 5-3-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9665(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90016

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-3-82

8. FEDERAL ROUTE NUMBER FAU 9665

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: S. E. Oatfield Road at Thiessen Road Section

11. GENERAL DESCRIPTION OF WORK Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4-22-82 you are now authorized to proceed with the actual acquisition of File # 52636 as shown on R/W Map 10C-51-15 at a TEC of $1,000 - Federal Funds $850.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 5 '82
REFER TO
FOR
Info Inve R/D D R Sign Act File

On 5/5/82 to

14. DATE 5-3-82

15. SIGNATURE OF APPROVING OFFICIAL G K Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9397

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

April 22, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. IX-9665(9)
S.E. Oatfield Rd. @ Thiessen Rd. Sec.
Clackamas County
File 52636

I request authorization to proceed with the actual acquisition of the above listed property, which is included in the subject project. The area to be acquired consists of a permanent easement as outlined in red on the enclosed sketch map and does not require relocation assistance.

The estimated cost of acquiring the property is $1,000 and authorization to proceed as requested will not require an additional obligation in Federal funds on the project at this time.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

~~Clackamas County~~
Milwaukie

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

April 1, 1982

J. H. Versteeg
Road Design Engineer

File No. 52636
Oatfield Rd. @
Thiessen Rd. (Milwaukie) Section
Oatfield Road
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 8 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

Attached is a description, an authorization and right of way prints covering additional right of way required for the subject project, requested by your office. The subject project is now under construction.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

Clackamas County

DES 16

ROAD DESIGN SECTION

March 30, 1982

Chuck Lobaugh
Project Manager

Original Signed by D. R. ADAMS
Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Oatfield Rd. @ Thiesen Rd. Sec.
FAU 9665 (Oatfield Rd.)
Clackamas County
Contract No. 9397

Versteeg
Anderson
Adams
Olson
Sullivan
Turpin
Trout
Wakerlig

RECEIVED
MAR 31 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Attached find five prints of approved shop drawings for Sign 7 on the above named project.

One print should be retained by you for field inspection of the sign, one print forwarded to Don Wackerbarth's office for shop inspection of the sign and one print sent to Traffic Safety Supply Co. for sign fabrication.

WGB:rw

Attachments

cc: C. T. Keasey
E. L. Hardt
W. G. Beard

9397

1.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-21-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9665(9)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90016

2A. COUNTY NAME
Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/21/81

8. FEDERAL ROUTE NUMBER
FAU 9665

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:

SE Oatfield Road at Thiessen Road Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY.
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 12/11/81 you are authorized to proceed with the acquisition of file #52419 as shown on R/W map 10C-51-15 at a TEC of $2,800 Federal Funds $2,380. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of Funds)

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO
McKinney
FOR
Info | Inve. | R/D

14. DATE
12/21/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

#9397

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

December 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-9665(9)
S.E. Oatfield Rd. @ Thiessen Rd. Sec.
Clackamas County
File No. 52419

I request authorization to proceed with the actual acquisition of the above listed property, which is included in the subject project. The areas to be acquired consists of a permanent easement as outlined in red on the enclosed sketch map and does not require relocation assistance.

The estimated cost of acquiring the property is $2,800 and authorization to proceed as requested will not require an additional obligation in federal funds on the project at this time.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

Milwaukie

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

November 4, 1981

J. H. Versteeg
Road Design Engineer

File 52419
Oatfield Road-
Thiessen Road (Milwaukie) Section
Oatfield Road
Clackamas County

Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 10 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project, requested by Region I Right of Way Supervisor, Ken Rolfe.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rir
Attachments

9397

October 23, 1981

ACC

Winston Kurth, Assistant Director
Department of Environmental Services
Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

On October 22, 1981 we received a satisfactory bid from Gresham Paving, Inc., 4540 S.E. 174th, Portland, Oregon 97236 for the Oatfield Road at Thiessen Road Section in Milwaukie. We anticipate the financial sharing of project cost will be:

Contractor's Bid		$146,839.70
Anticipated Additional Items:		
Permanent Pavement Striping	$1,050.00	
State Furnished Software	500.00	
Roadside Seeding and Mulching	300.00	
"OPTICOM" Testing (Engineering)	1,175.00	
Bark Mulch	500.00	$ 3,525.00
		$150,364.70
Contingencies (4 [illegible] 2%)		6,766.41
Engineering (9%)		13,532.82
ESTIMATED CONSTRUCTION COST		$170,663.93
ESTIMATED PE COST		23,500.00
ESTIMATED TOTAL PROJECT COST		$194,163.93

COUNTY SHARE (15% of $194,163.93) = $29,125 (rounded)

We will award the contract when we receive your advance deposit in the amount of $29,125, which should arrive not later than November 13, 1981. Rec'd LGIP 11-18-81

On the attached sheet we have described three methods of advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 979: Jon Rose, Region M Federal Aid Engineer

Vern Skoog - Please return completed AD # 979
when advance deposit is received.

9397

2

HIGHWAY DIVISION - ODOT

FILE

October 13, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 22, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 22, 1981 on the following projects:

1. S.E. King Road @ S.E. Price Fuller Road
   S.E. Portland, Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S.E. Harmony Road @ S.E. Price Fuller Road
   S.E. Harmony Road, Clackamas County
   Traffic Signals

   Same as No. 1.

3. Rogue Valley Highway @ Valley View Road
   Talent, Jackson County
   Traffic Signals

   Same as No. 1.

4. Old Highway 20 @ "A" Street
   Toledo Frontage Road Highway, Lincoln County
   Traffic Signals

   Same as No. 1.

5. Pacific Highway East @ Hayesville Drive N.E.
   Salem, Marion County
   Traffic Signals

   Same as No. 1.

6. Lantana Avenue-Witham Hill Drive
   N.W. Circle Blvd., Benton County
   Grading and Paving

   Five-foot sidewalks on each side of the street and a ten-foot independent bikeway on the south side of the street will be constructed.

7. Clackamas Highway-32nd Avenue (milwaukie)
   Harrison Street, Clackamas County
   Paving and Traffic Signals

   Turn lane construction. Two eleven- and two twelve-foot lanes with two-foot median. Five-foot sidewalks with ramps will be constructed to replace existing walk.

8. Oatfield Road @ S.E. Thiessen Road (Milwaukie)
   Oatfield Road, Clackamas County
   Grading and Paving

   Turn lane construction. Three lanes of variable width with two-foot median on both Oatfield and Thiessen. Five-foot sidewalks with ramps to be constructed on Thiessen and the east side of Oatfield. The existing six-foot bicycle path on the west side of Oatfield will not be disturbed.

9. Willow Creek Bridges
   Willow Creek Road, Malheur County
   Structures

   Twenty-four-foot aggregate roadway on approaches with twenty-three-and-one-half-foot roadway on structures.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

10. Abiqua Creek Bridge
    County Road A590, Marion County
    Structure

    Twelve-foot lanes with four-foot shoulders on approaches and structure.

    Same as No. 9.

11. Fariss Road-Powell Blvd. (Gresham)
    N.W. Eastman Avenue, Multnomah County
    Grading and Paving

    Four lane with fourteen-foot median with left-turn areas. Four-foot shoulder bikeways and six-foot sidewalks will be constructed.

12. N.W. Thurman Street-S.W. Columbia Street (Portland)
City Streets, Multnomah County
Traffic Signals

Intersection improvement with minor street widening. Four-foot sidewalks will be constructed.

13. Portland South Waterfront Development
S.W. Front Avenue and Montgomery Street, Multnomah County
Grading, Paving and Signals

Widening, intersection improvement and adjusting traffic patterns. Six-to-twelve-foot sidewalks being constructed.

14. W. Burnside Street @ S.W. Tichner Brive (Portland)
W. Burnside Street, Multnomah County
Grading and Paving

Intersection improvement. Six-foot sidewalk to be constructed along the north side of S.W. Tichner Drive.

15. Denney Road - Hart Road (Beaverton)
Hall Blvd., Washington County
Grading and Paving

Left-turn construction. Lanes eleven-to-twelve-foot wide with two-to-seven-foot shoulders.

Same as No. 9.

16. Cancelled on this letting

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9397

9-23-81

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9665(11)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90016

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/18/81

8. FEDERAL ROUTE NUMBER FAU 9665

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Oatfield Road at SE Thiessen Road Section

11. GENERAL DESCRIPTION OF WORK

Channelization and Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

XX OTHER *(Specify)*

Permanent Pavement Striping S.F.	$1,050
Roadside Seeding & Mulching S.F.	300
Bark Mulch S.F.	500
State Funrished Software	500
"OPTICOM" Testing	1,175

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's Sept. 18 and Sept. 23, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $189,428 Federal Funds $161,013.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 8'81
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 9/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9397

2,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Aldercrest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000

SALEM

IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

9397

Clack Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81
Donald L Rant
Tom

October 22 Bid Letting ____________ All Clear Deadline

SECTION Oatfield Rd @ SE Thiessen Road
Highway FAU 9665
County Clackamas Region I
Type of Work ____________ Funds ____
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Const Noise~~

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
						Z Exc
EIS						
Negative Declaration						
Project Assessment						
Write-off Letter						

PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					

CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					

NOISE:						
Noise Study		X			X	

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Section Oatfield Rd. at E. Thiessen Rd. Programming Estimate $ 192,000 USm.

Highway FAU 9665 (Oatfield Rd.) Project Length 0.22 mi.

County Clackamas Completion Time 250 CD

Kind of Work Grading, Paving, Signals 9-15-81 Est. Comp. Date July 30, '82

Prefix 203-1901 Letting Date Oct. 22, '81 Project No. IX-9665(11)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 165,960.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,050	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software	500	
Roadside Seeding & Mulching	300	$ 3,525.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)	1,175	
Bikeway Signs		
~~Adjust Utilities:~~		
Bark Mulch	500	

Subtotal $	168,247.50 ~~169,485.00~~
Contingencies (4-1/2%)	7,571.14 7,626.63
Engineering (~~8~~, [✓ 9], ~~10~~%)	15,142.28 15,253.65
~~Subtotal~~ $	
Credit for	
Estimated Net Authorization, Construction $	190,960.92 ~~192,365.48~~

APPROVED

Rec'd 9-9-81
Ok
EZ

Rev'd
9-15-81

x 85%
F.F. $ 163,510
x 120%
$ 196,212

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

~~SUMMARY--BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 3

Date Jul 29, '81

Section Oatfield Rd. at S.E. Thiessen Rd.

County CLACKAMAS

Kind Of Work Grading, Paving & Signals

Length 0.22 mi.

Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(7%)	11,000-
2	Temporary Protection and Direction					
	of Traffic		All	All	-	1,750
3	Temporary Signs		Sq. Ft.	148	6-	888
4	Temporary Barricades		Each	7	125-	875
5	Temporary Plastic Safety Markers		Each	16	80-	1,280
6	Temporary Reflective Pavement					
	Markers, Yellow		Each	37	6-	222
7	Flagmen		Hour	250	22^{50}	5,625
	ROADWORK					
8	Clearing and Grubbing		All	All	-	1,000
9	Removal of Structures and Obstructions		All	All	-	1,300
10	General Excavation		Cu. Yd.	1,700	5^{50}	9,350
11	Trench Excavation		Cu. Yd.	365	6-	2,190
12	Finishing Roadbed and Slopes		All	All	-	1,000
13	1"-0 Aggregate Base		Ton	1,200	7^{50}	9,000
14	Class "B" ~~and~~ OR Class "C" Asphalt					
	Concrete		Ton	700	30^{50}	21,350
15	6-inch Sewer Pipe		Lin. Ft.	50	7^{50}	375
16	8-inch Sewer Pipe		Lin. Ft.	16	7^{50}	120

OREGON STATE HIGHWAY DIVISION Sheet 2 of 3

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE Date July 29, '81

Section Oatfield Rd. at S.E. Thiessen Rd. County CLACKAMAS

Kind Of Work Grading, Paving + Signals Length 0.22 mi. Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
17	12-inch Sewer Pipe		Lin. Ft.	848	$18^{\underline{50}}$	15,688-
18	15-inch Sewer Pipe		Lin. Ft.	198	$21^{\underline{00}}$	4,158-
19	18-inch Sewer Pipe		Lin. Ft.	60	$22^{\underline{50}}$	1,350
20	Extra for Pipe Under Pavement		Lin. Ft.	36	15-	540
21	Concrete Manholes		Each	1	1,200-	1,200-
22	Concrete Inlets, Type G-2		Each	12	495-	5,940-
23	6-inch Drain Pipe		Lin. Ft.	60	$6^{\underline{50}}$	390
24	Filter Fabric		Sq. Yd.	60	$1^{\underline{75}}$	105-
25	Concrete Walks		Sq. Yd.	405	$12^{\underline{50}}$	$5{,}062^{\underline{50}}$ ~~6,300~~
26	Concrete Driveways		Sq. Yd.	170	$16^{\underline{50}}$	2,805
27	Concrete Curbs		Lin. Ft.	990	4-	3,960
28	Extra for Asphalt Approaches		Each	3	175-	525
29	Adjusting Inlets		Each	2	175-	350
30	Furnishing and Installing Mailbox Posts		Each	18	75-	1,350-
	SIGNING					
31	Removal of Existing Sign Installations		All	All	-	200
32	Type "C" and "D" Signs In Place		Sq. Ft.	45	11-	495
33	Type "I" Signs In Place		Sq. Ft.	9	14-	126-
34	Type "U" Signs In Place		Sq. Ft.	3	16-	48
35	Move and Reinstall Existing Signs		All	All	-	525

EGO STATE HIGHWAY DIVI ON
~~SU ARY—BID SCHEDULE—~~COST ESTIMA

Sheet 5 of 5
Date July 29, '81

Section Oatfield Rd. at S.E. Thiessen Rd.
County CLACKAMAS

Kind Of Work Grading, Paving & Signals
Length 0.22 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	TRAFFIC SIGNALS					
6	Traffic Signal Installation, Complete		All	All	-	52,580

9397

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90016
Project No. IX-9665(11)
Oatfield Rd. at S.E. Thiesen Rd. Section
Clackamas County

Attached data consists of PR-1 forms with project maps for the subject project. Signal warrents were previously submitted under project No. IX-9665(4).

It is the Oregon State Highway Division's present intention to receive bids for this project on October 22, 1981.

Project concept was approved by letter dated November 30, 1978 to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review was previously forwarded.

These funds are to come from the FY '81 supplemental allocation.

DRH:bkc
Attachments

cc:	R.N. Bothman	(Metro)	E.L. Hardt	(Region 1)
	Jon Rose	(Metro)	Gary Zehner	(w/att.)
	Judy Smith	(Metro)	General Files	

Form 734-3122

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-10-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., S.E. Oatfield Rd. (Milwaukie)		16,000	-----	----	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	Channelization & Traffic Signal								IX-	9665

CARD	CLASS OF FEDERAL FUNDS / NAME OF URBAN AREA 17-31	COUNTY NAME / ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37)
4	Interstate Substitutions General Funded	Clackamas			
	Portland	U	9665	Co. Rd.*	----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	50		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y008 Y031		"Oatfield Rd. at S.E. Thiessen Rd. Section"	0.159	205,000	(I-80N) 174,250	------	30,750
CARD 1	CODE 1	PREPARED BY DRH		PROJECT TOTALS				0.159	205,000	174,250	------	30,750
1	14								(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES
10-18-78
10-01-80

*SE Oatfield Road

REMARKS
Additional Data: Item No. 900
IX-9665(4) &

203-1901

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-10-81

ECT LOCATION (45 typewriter spaces) Rd., S.E. Oatfield Rd. (Milwaukie)	ADT	PRESENT 16,000	FUTURE -----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 772
ITEM NO. 90016								

WORK (38 typewriter Traffic Signal	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER					
PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only		
			POST MI.	DESIG.	
IX-	9665	(11)			

Interstate Substitutions General Funded

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO. U — FEDERAL-AID: 9665 — STATE: Co. Rd.* — U.S.: ------

PROGRAM STAGE ☐ 1 OR ☐ 2

Portland

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (CODE) TOPICS Y008 Y031		"Oatfield Rd. at S.E. Thiessen Rd. Section"	0.159	205,000	(I-80N) 174,250	------	30,750	ROW-60'; Access Control-none; Parking Restrictions-complete.
Y DRH		PROJECT TOTALS	0.159	205,000	174,250	------	30,750	

PPROVAL DATES
10-18-78
10-01-80

*SE Oatfield Road

REMARKS

Additional Data: Item No. 90016; Project Nos. IX-9665(4) & (9).

-over-

USCOMM DUSCOMM-DC 48905-P61

Oatfield Rd. at S.E. Thiessen Rd. Section
Project No. IX-9665(11)

Remarks continued:

Project Data: Work consists of 1) channelization requiring grade, drain and H-T pavement; 2) multi-phase traffic signal at intersection of S.E. Thiessen Rd.; 3) adjustment of utilities as required and 4) incidental work common to this type of project.

Data for PR-37: Y008 (Channelization) --------- $141,000
Y031 (Traffic Signal) --------- 64,000

Accommodation of Utilities: A State-County Agreement No. 6916 complying with paragraph 6d(1) of PPM 30-4.1 was executed 2-15-79.

Maintenance: A State-County Agreement No. 6916 complying with Section 116, Title 23 U.S.C. was executed 2-15-79.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 AE/TIP on page 92, #92.

①

9397

OREGON STATE HIGHW DIVISION
120 DOT Building
Salem, Oregon 97310

9-8-81

H way # 703

Attention: Right-of-way Section

Subject: Federal Aid Project No. IX-9665(4) Prefix 203-1901

Project Name Oatfield Rd. at S.E. Thiessen Road
S.E. Oatfield Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ___________, Oregon, this ____ day of __________, 19__

County of ____________________

____
County Judge/Chairman

____
Commissioner

____
Commissioner

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date Sept. 8, 1981

Instructions: Complete A or B and C.
R/W File No.

9397 Tmt

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Oatfield Road @ S.E. Thiessen Road
Preparer Steven Lindland
Highway Oatfield Road (FAU 9665)
Date July 23, 1981
County Clackamas County
City

Project Description:

The project will construct left-turn lanes on Oatfield Road and S.E. Thiessen Road. These left-turn lanes will accommodate turning movements from southbound on Oatfield Road to eastbound on Thiessen Road and westbound on Thiessen Road to southbound on Oatfield Road. Oatfield Road will be widened from 500 feet north of Thiessen Road to 300 feet south of Thiessen Road. Thiessen Road will be widened for 300 feet east of Oatfield Road. Figure 1 shows the project location.

This is a Type I-B project.

Existing Land Use Activities:

The project lies within a residential area. Fourteen houses are located along Oatfield Road and three along Thiessen Road. Figure 2 shows the locations of the houses.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq __ dBA (Dist. from Rd. ℄)
	(vehicles per hour)				
(Existing)					
(No-Build)	----See Tables 1 and 2----				
(Build)					

Existing Sound Levels:

Traffic noise dominates sound levels along the project. No measurements were taken.

Traffic Noise Impacts:

Existing traffic volumes produce noise levels which impact 14 houses (10 exterior activity areas impacted and 4 interior areas impacted). Traffic growth will increase the number of impacted houses to 15 by the year 2000 (11 exterior activity areas impacted and 4 interior areas impacted). Figure 2 shows the locations of the impacted houses.

Traffic Noise Mitigation:

Impacted houses have direct access or are near accesses to Oatfield Road and S.E. Thiessen Road. These accesses do not allow the design of effective noise barriers. Other forms of mitigation such as traffic management, alternative road designs, or structural alterations of public buildings were considered. These mitigation measures though were found to be ineffective, unfeasible, or non-applicable. Therefore, mitigation of noise impacts is not recommended for this project.

Construction Noise:

Impacts: Temporary high noise levels during project construction due to construction equipment.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to Clackamas County.
Local government agencies are urged to use land-use controls to assure the compatibility of future developments with traffic noise. Future developments should be planned such that noise sensitive activities are located further from the road than the applicable distances shown in Table 2.

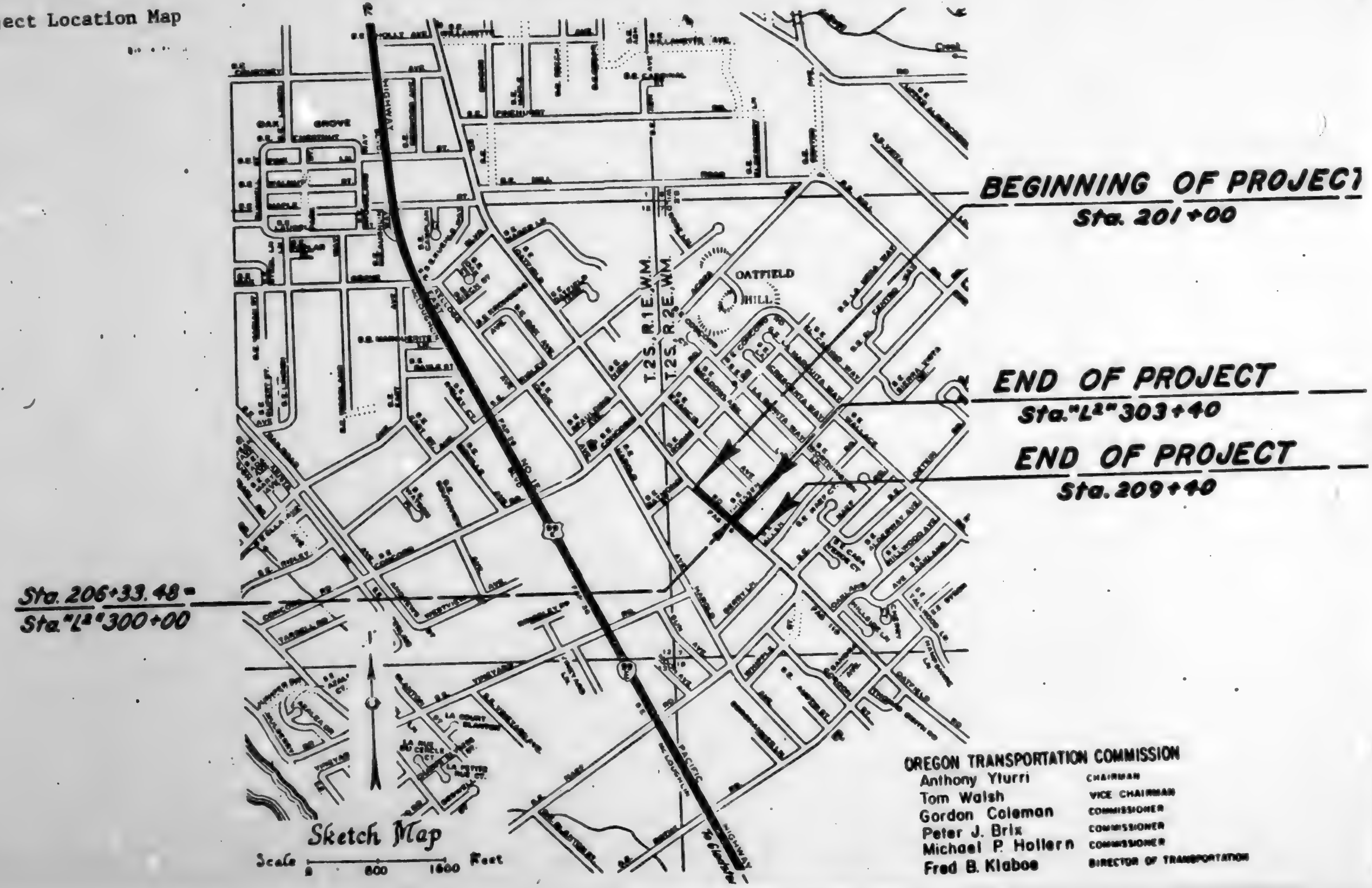
OATFIELD RD. AT S.E. THIESSEN RD. SEC.

FAU 9665 (OATFIELD RD.)

CLACKAMAS COUNTY

Figure 1

Project Location Map



To Milwaukie
HIGHWAY
OAK GROVE
OATFIELD HILL
T.2S. R.1E. W.M.
T.2S. R.2E. W.M.
BEGINNING OF PROJECT
Sta. 201+00
END OF PROJECT
Sta."L2" 303+40
END OF PROJECT
Sta. 209+40
Sta. 206+33.48 =
Sta."L2" 300+00
OATFIELD RD.
PACIFIC HIGHWAY
To Gladstone
Sketch Map
Scale 0 800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

Figure 2

Oatfield Rd. at S.E. Thiessen Rd.
Oatfield Rd.
Clackamas County

Land-use Map

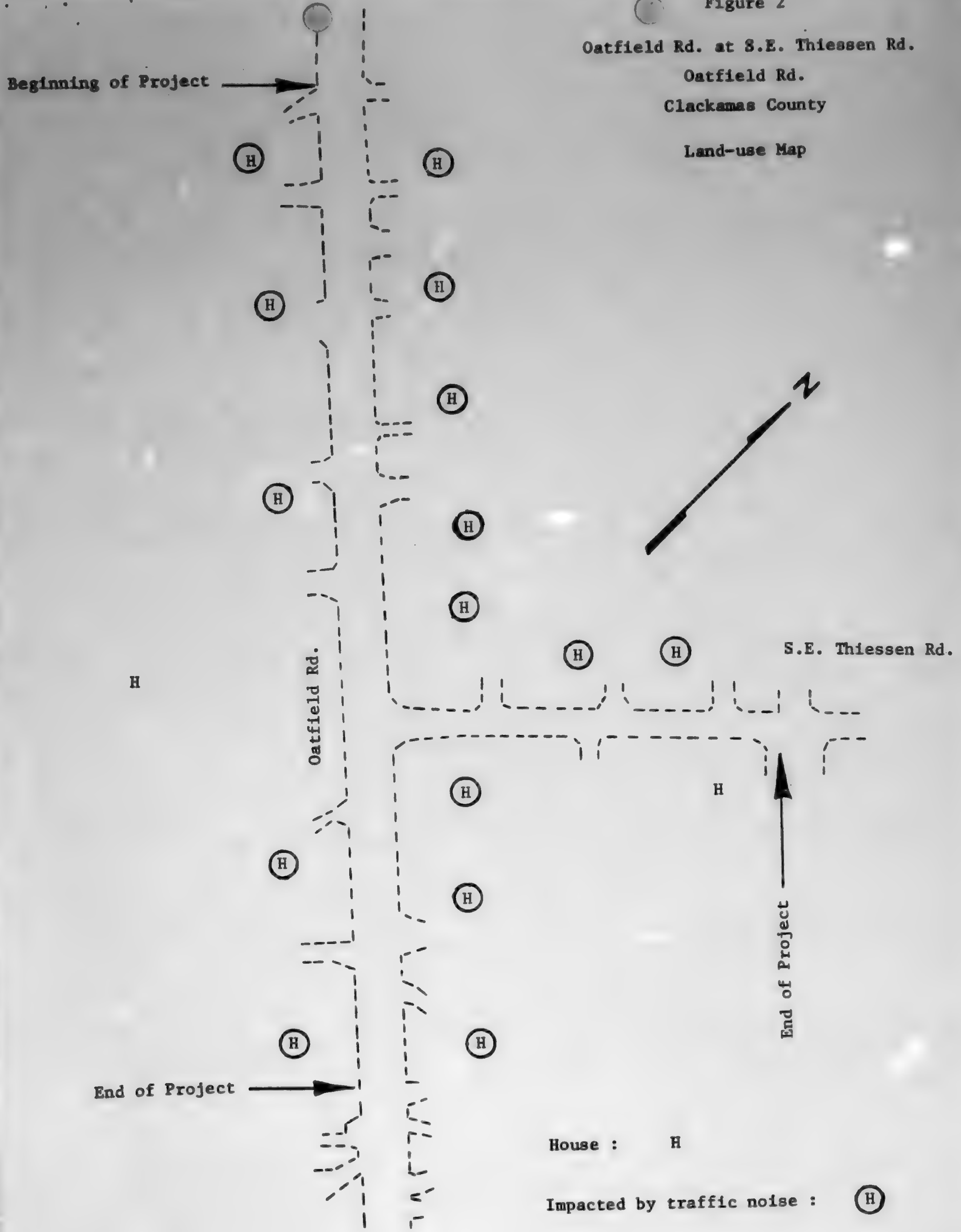

Beginning of Project
N
S.E. Thiessen Rd.
Oatfield Rd.
H
End of Project
End of Project
House : H
Impacted by traffic noise : H

TABLE 1

Oatfield Road at S.E. Thiessen Road
Oatfield Road
Clackamas County

TRAFFIC DATA

Road	Year	Autos	Medium Trucks	Heavy Trucks	Speed
Oatfield Road	1980	550	41	6	40 mph
	2000	775	57	8	39 mph
Thiessen Road	1980	320	22	8	32 mph
	2000	450	31	11	30 mph

NOTE: Traffic Data is the Peak Truck Hour for both the No-Build and the Build Alternatives.

TABLE 2

Oatfield Road at S.E. Thiessen Road
Oatfield Road
Clackamas County

PREDICTED TRAFFIC NOISE LEVELS

Road	Year	Leq Level at R/W Line*	Distance to Road Centerline of the Exterior Design Noise Level**	Distance to Road Centerline of the Interior Design Noise Level***
Oatfield Road	1980	69 dBA	45 feet	100 feet
	2000	70 dBA	55 feet	120 feet
Thiessen Road	1980	66 dBA	20 feet	60 feet
	2000	67 dBA	25 feet	65 feet

* Right-of-Way line is 30 feet from the road centerline of Oatfield Road and 20-25 feet for Thiessen Road.

** This is an Leq 67 dBA contour. This contour assumes no acoustic shielding from topography, vegetation, or buildings.

*** This is an Leq 62 dBA contour. This contour corresponds with an interior design noise level of Leq 52 dBA assuming open windows and a 10 dBA outside to inside noise reduction. This contour also assumes no acoustic shielding from topography, vegetation, or buildings.

Attachment [illegible] Construction Noise Mitigation

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

5. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as direct by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

TO: D. N. Stoudenmeyer
Acting Final Design Supervisor

DATE: April 30, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plans
[redacted]

Attached are two prints of the approved sign study plans for the above-named project.

L. E. George
Traffic Engineer

ELS:er

Attachments

cc with attachment:
R. N. Bothman
E. L. Hardt
M. D. Payne
F. T. Lacey

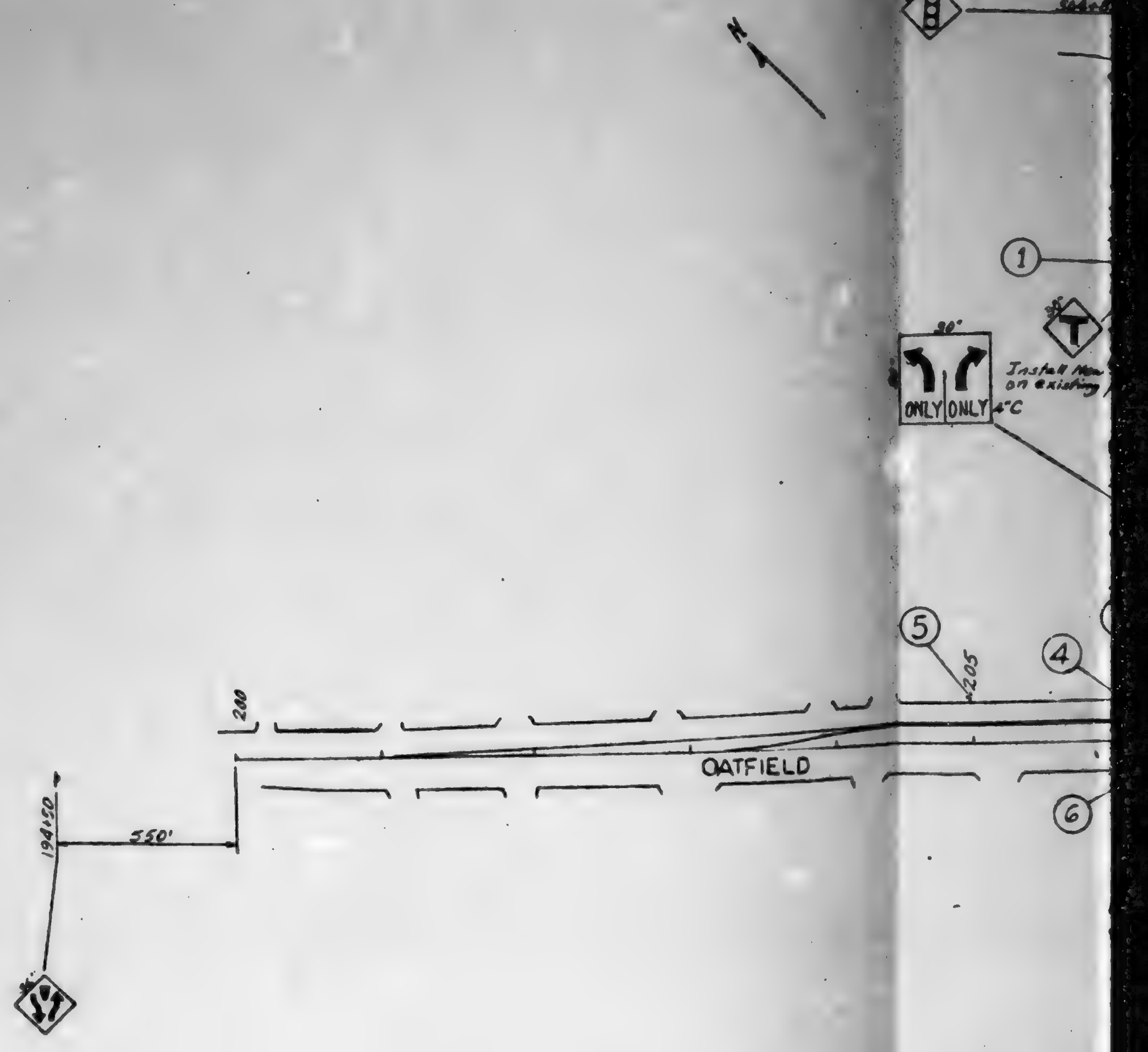
Beard WGB

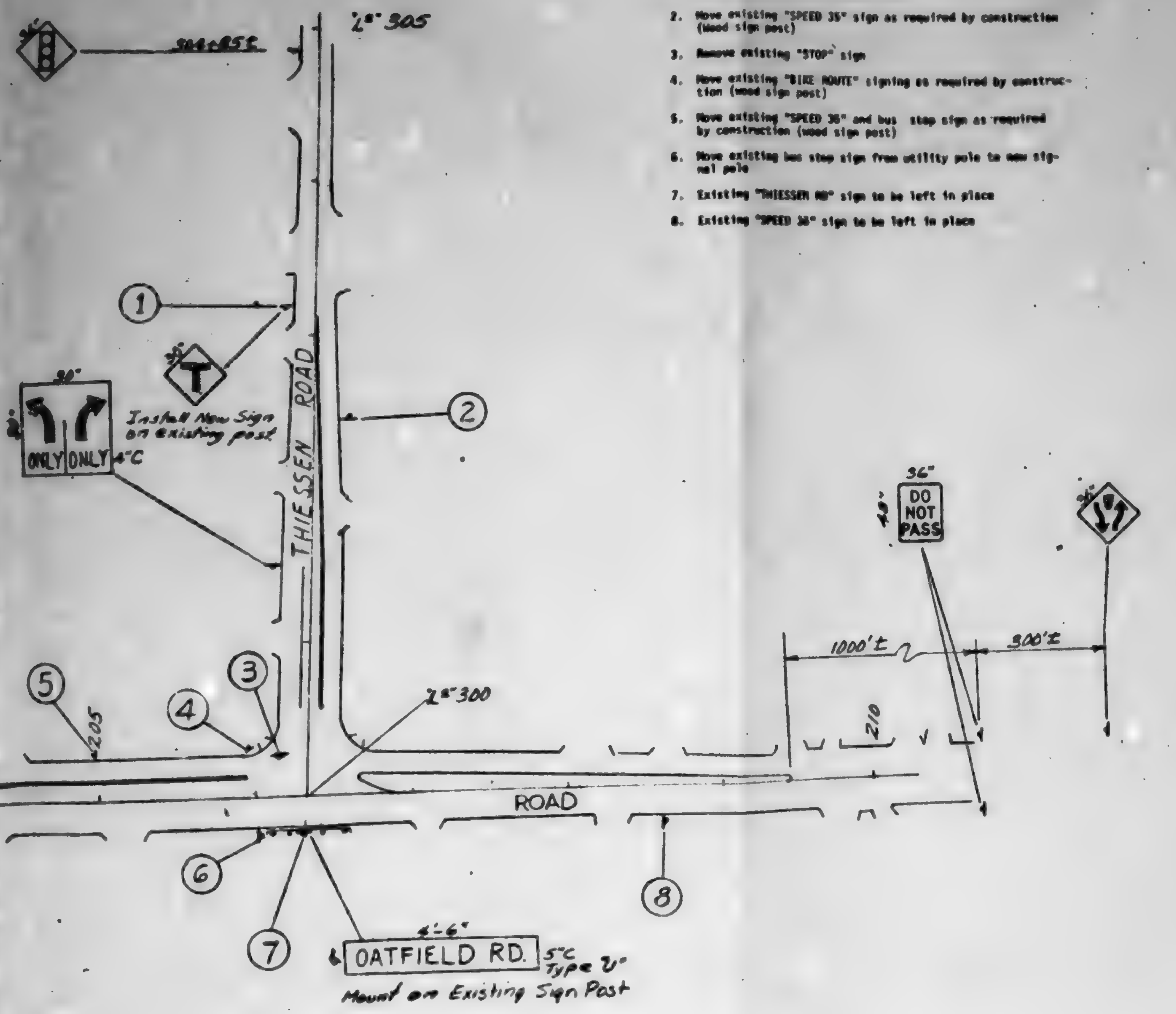
___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
MAY 1 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To___
Bring Up___/___
Action___

1 plan kept by Beard


N
1
30"
ONLY
ONLY
Install New
on existing
5
205
4
200
OATFIELD
6
194+50
550'



℄ 305
304+85±
1
2
3
4
5
6
7
8
30"
ONLY ONLY
4"C
Install New Sign on existing post
THIESSEN ROAD
ROAD
℄ 300
205
210
36"
DO NOT PASS
1000'±
300'±
4'-6"
OATFIELD RD.
5"C
Type "D"
Mount on Existing Sign Post

1. Remove existing "STOP AHEAD" sign
2. Move existing "SPEED 35" sign as required by construction (Wood sign post)
3. Remove existing "STOP" sign
4. Move existing "BIKE ROUTE" signing as required by construction (wood sign post)
5. Move existing "SPEED 35" and bus stop sign as required by construction (wood sign post)
6. Move existing bus stop sign from utility pole to new signal pole
7. Existing "THIESSEN RD" sign to be left in place
8. Existing "SPEED 35" sign to be left in place

B.L. Straight
3 81

SIGNING PROJECT

OATFIELD RD. @ S.E. THIESSEN RD. SEC.
FAU 9665 (OATFIELD RD.) — CLACKAMAS COUNTY

Action	Date	Signature	Title
Submitted	3-6-81		Traffic Control Engr
Approved	3-9-81	J. J.	Sign Engineer
[illegible]	4/22/81		Traffic Engineer
[illegible]			Asst. Hwy. Engr.
Accepted	4/28/81		FHWA

9397

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

4-14-81
~~March 26, 1981~~

Mr. R. N. Bothman
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97023

ATTN: Mr. Jon Rose

Enclosed are the County approved plans for the permanent signing to be scheduled with signalization of Oatfield Road and Thiessen Road. Also, enclosed are the traffic signal plans for Harmony Road at Price Fuller Road intersection.

We have reviewed and approve the signal plan for Harmony at Price Fuller noting the omission of the signal loops. This omission is consistent with our request to delay the installation of the detection equipment until the curbs, drainage and finish paving is accomplished. We do request the controller cabinet be fully equipped including the loop amplifiers and wiring for the future conversion to a traffic actuated signal.

BERNARD L. STRAIGHT - Traffic Eng
Policy & Project Development Divi

/mb
Encl.

From Metro JON ROSE
Date 4/14
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1
Comments: Here are signing plans and signal plans for the Oatfield @ Thiessen projec approved as noted by Clackamas County. Please note and forwa the suggestions as appropriate
Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR 15 1981
REFERRED TO
FOR
FILE: PM FA LG.

-METRO
9397
MAR 17 1981

BM PAR PPC FILE T/A

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

4-14-81
~~March 13, 1981~~

Mr. R. N. Bothman
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

ATTN: Mr. Jon Rose

Enclosed are the approved traffic signal plans for the Oatfield Road at Thiessen Road intersection.

There is an existing driveway on the west side of Oatfield Road at Station "L" 205+20. Vehicles leaving that drive and turning south would not be detected by the signal loops 110 feet in advance of the stop line. Therefore, it is requested a set of detection loops be installed near the stop line on the north approach.

It is also requested that signal poles Nos. 1 and 4 be set 6 feet from the traveled portion to minimize the restriction to the pedestrian way along Oatfield Road.

Bernard L. Straight
BERNARD L. STRAIGHT - Traffic E
Policy & Project Development

/mb

From Metro JON ROSE
Date 4/14/81
To BUZ SWAN
[✓ Program Mgmt.] Traffic Region 1

Comments: Here are signing plans and signal plans for the Oatfield @ Thiessen project, approved as noted by Clackamas County. Please note and forward the suggestions as appropriate.

Jon Rose

9397

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. N. Bothman, Administrator
Metropolitan Branch

ATTN.:
D. N. Adams
Project Development Manager

DATE: March 4, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Preliminary Plans for Review
Traffic Signal Installation
Oatfield Road at S.E. Thiessen Road Section
FAU 9665 (Oatfield Road)
Clackamas County

Attached for your review and comments are five copies of preliminary plans for the subject project. On the appropriately stamped copy, please obtain the proper signatures to indicate County approval and return the plans to this office.

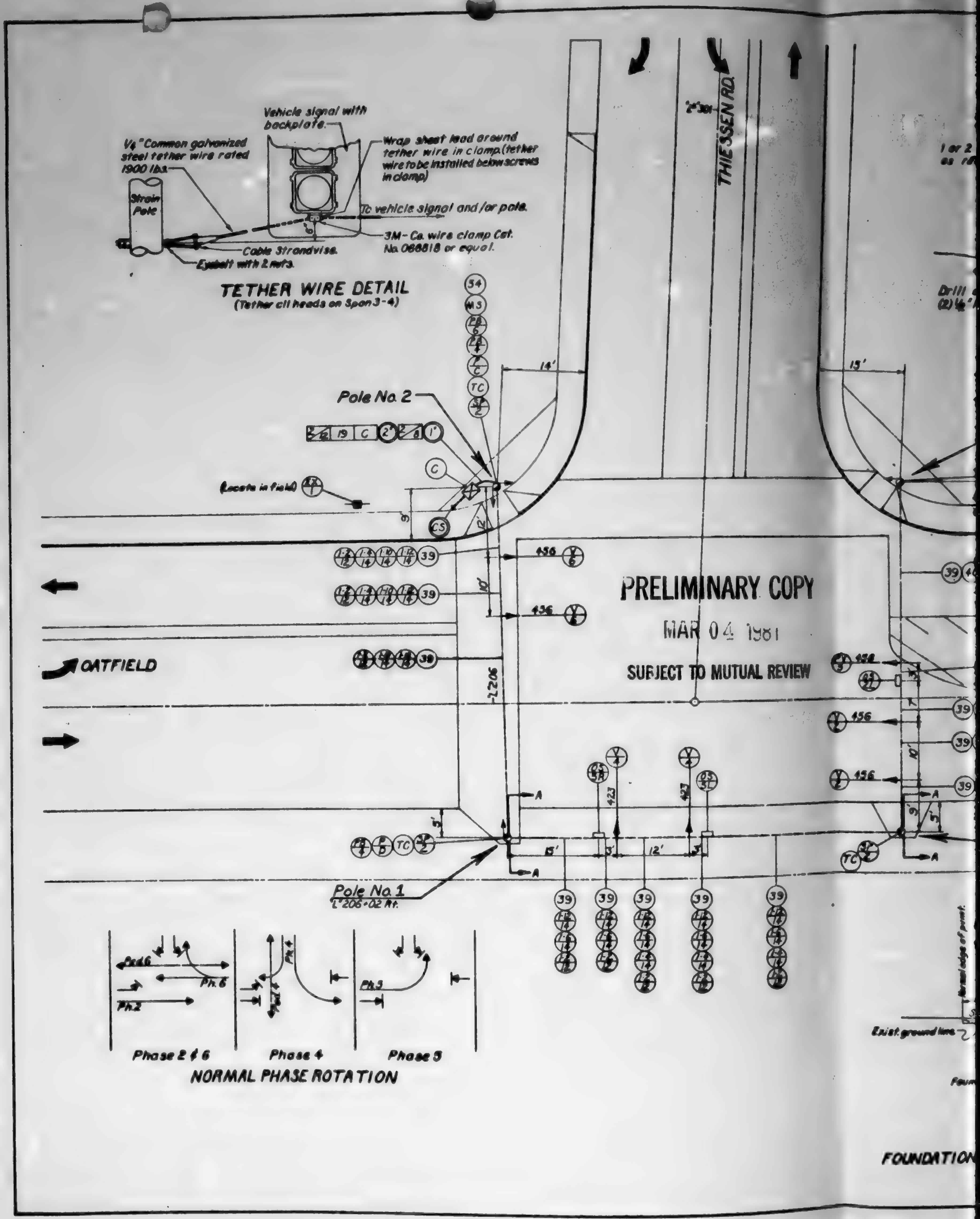
This project currently is scheduled for the September 24, 1981, letting.

ORIGINAL SIGNED BY L. E. GEORGE
L. E. George
Traffic Engineer

LPD:kr
Attachment
cc: E. L. Hardt
Gary Zehner ✓

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
[illegible] 5 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

G


Vehicle signal with backplate.
1/4" Common galvanized steel tether wire rated 1900 lbs.
Wrap sheet lead around tether wire in clamp. (tether wire to be installed below screws in clamp)
Strain Pole
To vehicle signal and/or pole.
Cable Strandvise.
Eyebolt with 2 nuts.
3M-Co. wire clamp Cat. No. 068818 or equal.
6"
TETHER WIRE DETAIL
(Tether all heads on Span 3-4)
THIESSEN RD.
"L" 381
Pole No. 2
14'
15'
(Locate in field)
C
CS
TC
54
456
39
OATFIELD
206
10'
5'
3'
12'
423
A
Pole No. 1
"L" 206+02 Rt.
Ph.6
Ph.2
Ph.4
Ph.5
Phase 2 & 6
Phase 4
Phase 5
NORMAL PHASE ROTATION
1 or 2
as re
Drill
(2) 1/2"
Exist. ground line
Normal edge of pvmt.
Foun
FOUNDATION

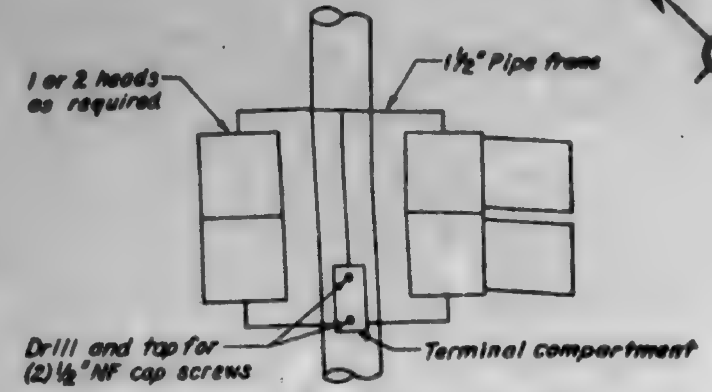
PRELIMINARY COPY

MAR 04 1981

SUBJECT TO MUTUAL REVIEW

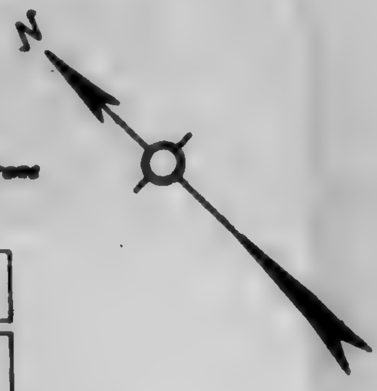
SIGNAL PLAN
OATFIELD RD. AT THIESSEN RD.

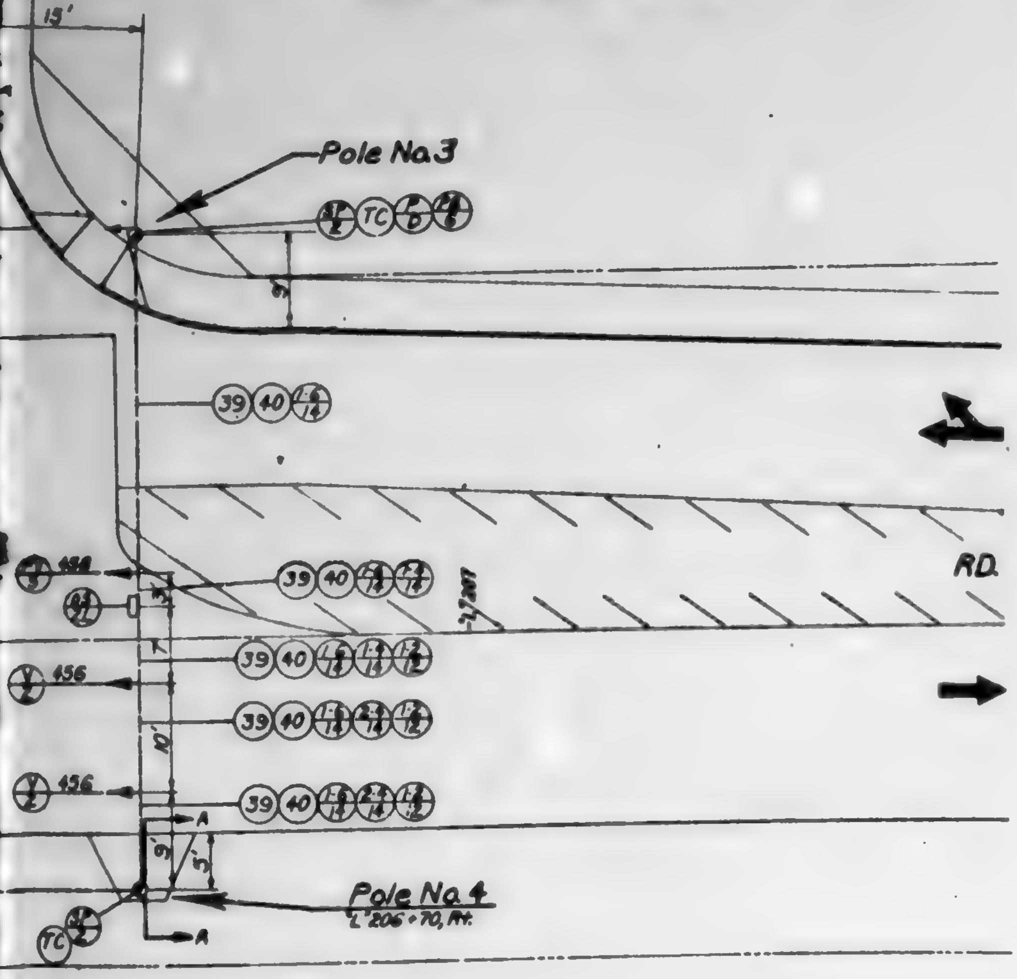
SCALE 0 10 20 40 FEET



1 or 2 heads as required
1½" Pipe frame
Drill and tap for (2) ½" NF cap screws
Terminal compartment

MODIFIED PEDESTRIAN SIGNAL SIDE POLE MOUNTING





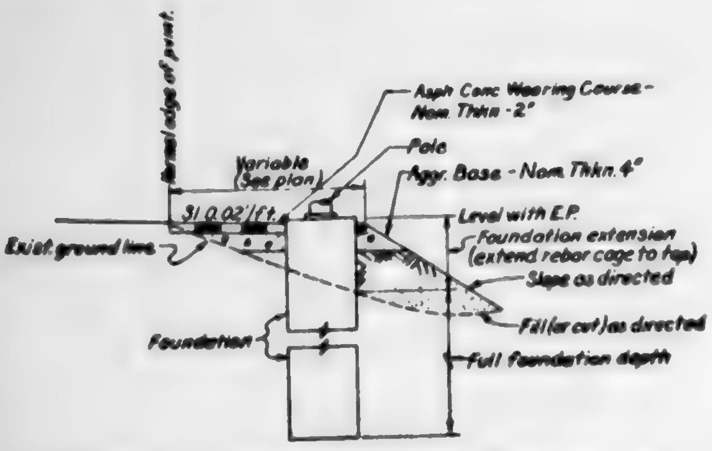
15'
Pole No. 3
TC
39
40
RD.
456
456
10'
9'
3'
A
A
Pole No. 4
L 206+70, Rt.
TC

LEGEND

EX	Existing power pole (power source)
S"	Install (S) inch electrical conduit
CS	Install 2-inch conduit stub (cap ends)
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type TW wires
C	Install one No. 10 type THWN wire (signal system common)
X-N/G	Install (X)-(N) wire No. (G) control cables
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether wire
54	Install service cabinet with 40-amp circuit breaker
MS	Install 120-volt meter base
TC	Install terminal cabinet
C	Install Model 170 controller in Model 332 cabinet
SP/T	Install Type (T) standard strain pole
V/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
OS/LT	Install interior-illuminated "LEFT-TURN SIGNAL" sign
OS	Install interior-illuminated left arrow "ONLY" sign
OS	Install interior-illuminated right arrow "ONLY" sign

S = Size shown
X = Number shown
G = AWG size shown
423 = 12" R, 8" Y, 8" G
458 = 12" R, 12" Y, 12" GLTA

Ph = Phase shown
N = Number of conductors shown
T = Type shown
456 = 12" R, 12" Y, 12" G



Normal edge of pvmt.
Variable (See plan)
Asph Conc Wearing Course - Nom. Thkn. 2"
Pole
Aggr. Base - Nom. Thkn. 4"
3% 0.02'/ft.
Level with E.P.
Exist. ground line
Foundation extension (extend rebar cage to top)
Slope as directed
Foundation
Fill (or cut) as directed
Full foundation depth

FOUNDATION EXTENSION DETAIL - SECTION A-A

APPROVED
[illegible]
TRAFFIC ENGINEER
3/2/81
DATE

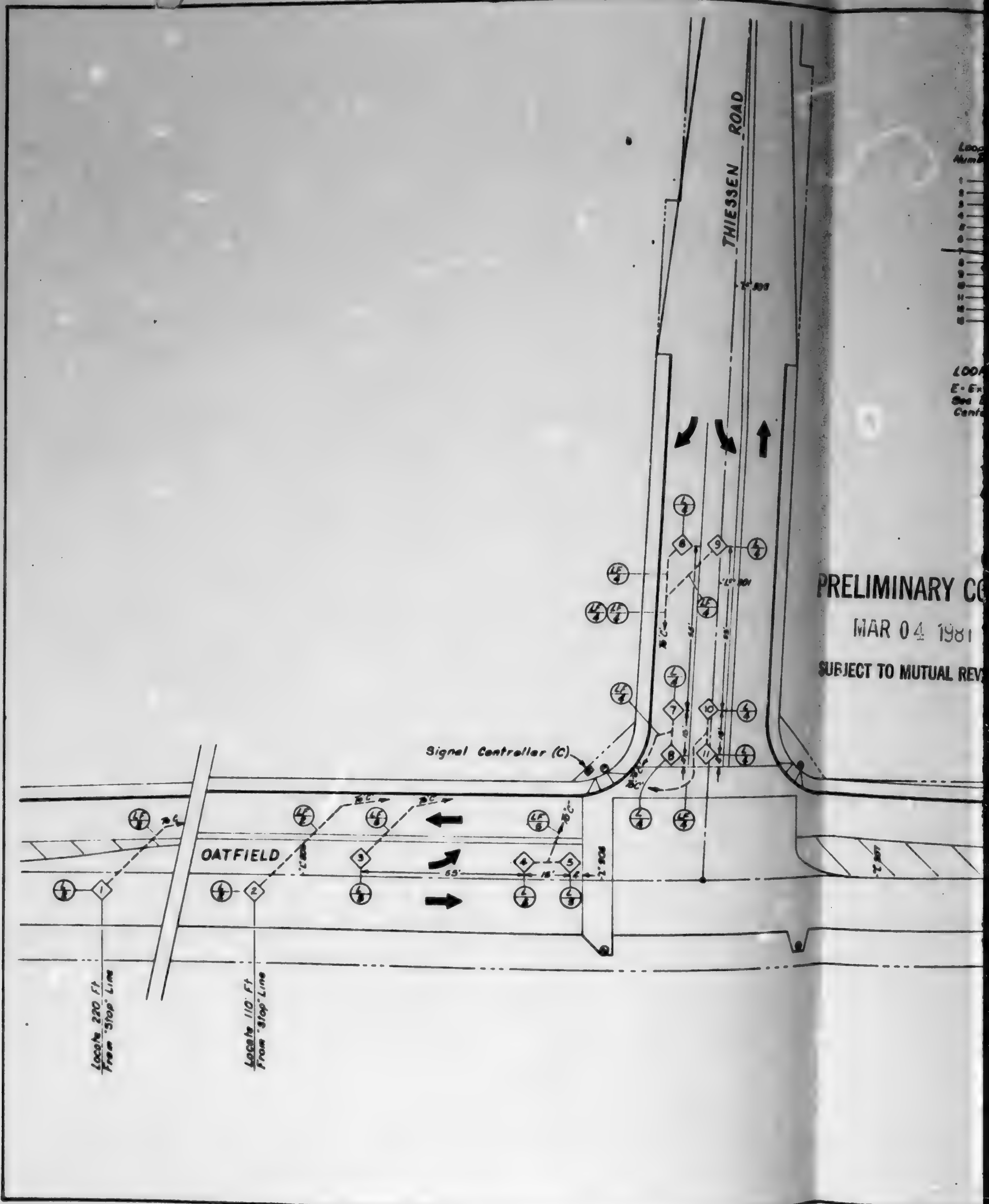
DESIGNED BY HR
CHECKED BY W.F.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
OATFIELD RD. AT S.E. THIESSEN RD. SEC.
FAU 9665 (OATFIELD RD.)
CLACKAMAS COUNTY

DATE January, 1981
ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1448, 35009, 35010, 4994

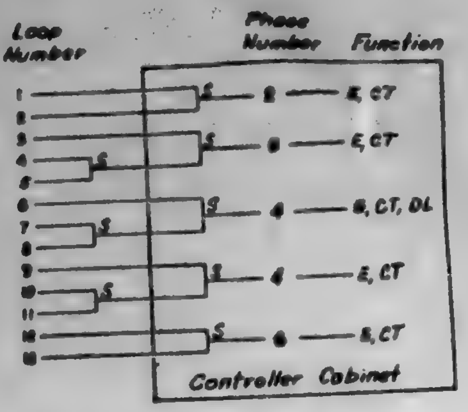
TE DWG NO 4997


THIESSEN ROAD
OATFIELD
Signal Controller (C)
Locate 220 Ft From "Stop" Line
Locate 110 Ft From "Stop" Line
65'
15'

PRELIMINARY CO
MAR 04 1981
SUBJECT TO MUTUAL REV

DETECTOR PLAN
OATFIELD ROAD AT THIESSEN ROAD

SCALE 0 20 40 60 FEET


Loop Number
Phase Number
Function
1
2
3
4
5
6
7
8
9
10
11
12
13
S
2
E, CT
8
E, CT
4
E, CT, DL
4
E, CT
6
E, CT
Controller Cabinet

LOOP DETECTOR WIRING DIAGRAM

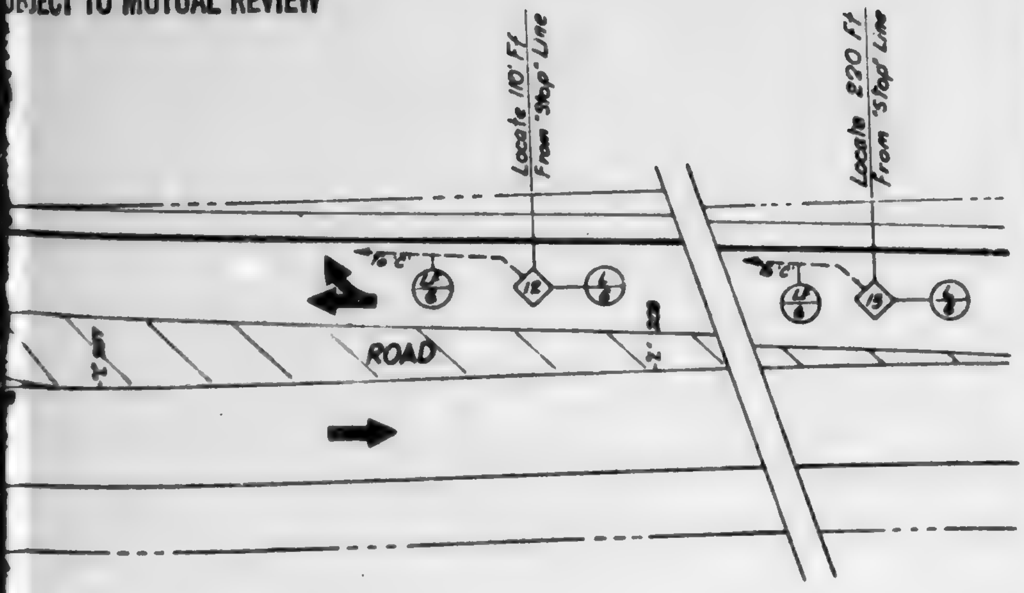
E = Extension, CT = Count, DL = Delay
See Drwg. 1471 For Loop Detector Details.
Center All Loops in Travel Lanes

L E G E N D

Install Phase (Ph) vehicle detector loop
Install Phase (Ph) loop feeder wires

Ph = Phase shown

RELIMINARY COPY
MAR 04 1981
UBJECT TO MUTUAL REVIEW


Locate 110 Ft From 'Stop' Line
Locate 220 Ft From 'Stop' Line
10' C
5' C
12
13
ROAD

APPROVED
H. George
TRAFFIC ENGINEER
3/2/81
DATE

DESIGNED BY: *HR*
CHECKED BY: *WZ*

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
OATFIELD RD. AT S.E. THIESSEN RD. SECTION
FAU 9665 (OATFIELD RD.)
CLACKAMAS COUNTY

DATE

T.E. DWG. NO. *4998*

9397

MA PDM PDE FFM C
ODOT-METRO

FEB 3 1981

BM PAR PPC FILE T/A

From Metro JON ROSE | 2/3/81

To Buz S[illegible]AN

[✓ Program Mgmt.] Traffic Region 1

Comments: These 3 plans have been reviewed by Metro Staff and are returned without comment. The approved sets are for your records and you should note the County's comments. Please advise Final Design & Specification Unit. Jon Rose

2-3-81
~~January 28, 1981~~

Mr. R. N. Bothman
Department of Transporation
Metropolitan Branch
5821 N. E. Glisan
Portland, OR 97213

ATTN: Mr. Jon Rose

Enclosed are the County approved preliminary plans for the traffic signals on Highway 212 at Foster Road, the preliminary grading plans for Harmony Road at Price Fuller Road and the preliminary grading and drainage plans for Oatfield Road at Thiessen Road.

Clackamas County has no objection to the elimination of the raised islands and the relocation of the signal strain poles on the Highway 212 at Foster Road signal project. ★

There are no red line changes made to the grading plans for the Harmony Road at Price Fuller Road widening and the plans are acceptable understanding this work will interface with future, more significant improvements on Harmony Road under our FAU project. We will be anticipating the opportunity to review the traffic signal plans at this location.

The proposed plans for widening and curb and sidewalk construction at Oatfield Road and Thiessen Road are acceptable. We do request the addition of a contract item for relocation of mailboxes and the application of bark dust on the slopes as an alternative to seeding and mulching if desired by the property owner. Again, we anticipate plans for review of the traffic signals.

Bernard L. Straight

BERNARD L. STRAIGHT - Traffic Engineer
Operations Division

/mb

Encl.

★ TO TRAFFIC Sec.
2-5-81
G

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	Typical Section
2A, 2A-2	Temporary Prot. Dir. Traffic (Not Incl.)
2B	Pipe Data
2C	Summary
3	Plan
3A	Profile

STATE OF O

DEPARTMENT OF TR

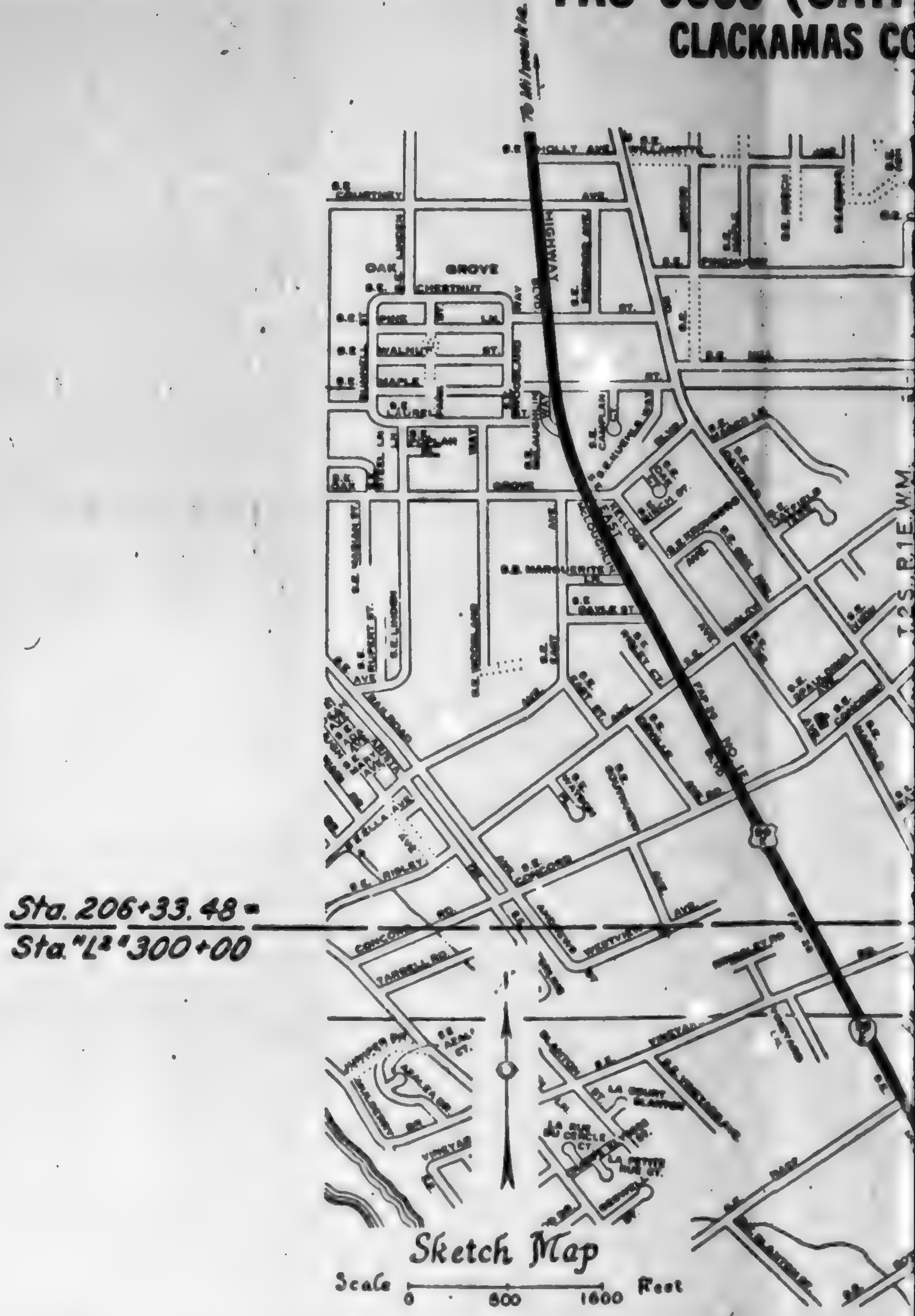
STATE HIGHWA

PLANS FOR PROPOSE

OATFIELD RD. AT S.E.

FAU 9665 (OATF

CLACKAMAS CO


To Milwaukie
S.E. HOLLY AVE.
WILLAMETTE
S.E. COURTNEY
AVE.
OAK
GROVE
CHESTNUT
PINE
WALNUT
MAPLE
S.E. MARGUERITE
S.E. OAKLEY ST.
S.E. RIPLEY
ST.
CONCORD RD.
TARBELL RD.
VINEYARD
T.2S. R.1E. W.M.
Sta. 206+33.48 =
Sta. "L2" 300+00
Scale 0 800 1600 Feet

Sketch Map

OATFIELD RD. AT S.E. THIESSEN RD. SEC. FAU 9665 (OATFIELD RD.) CLACKAMAS COUNTY					SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS See Index
10	OREGON				

FAI-X

PRELIMINARY COPY
JAN 14 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

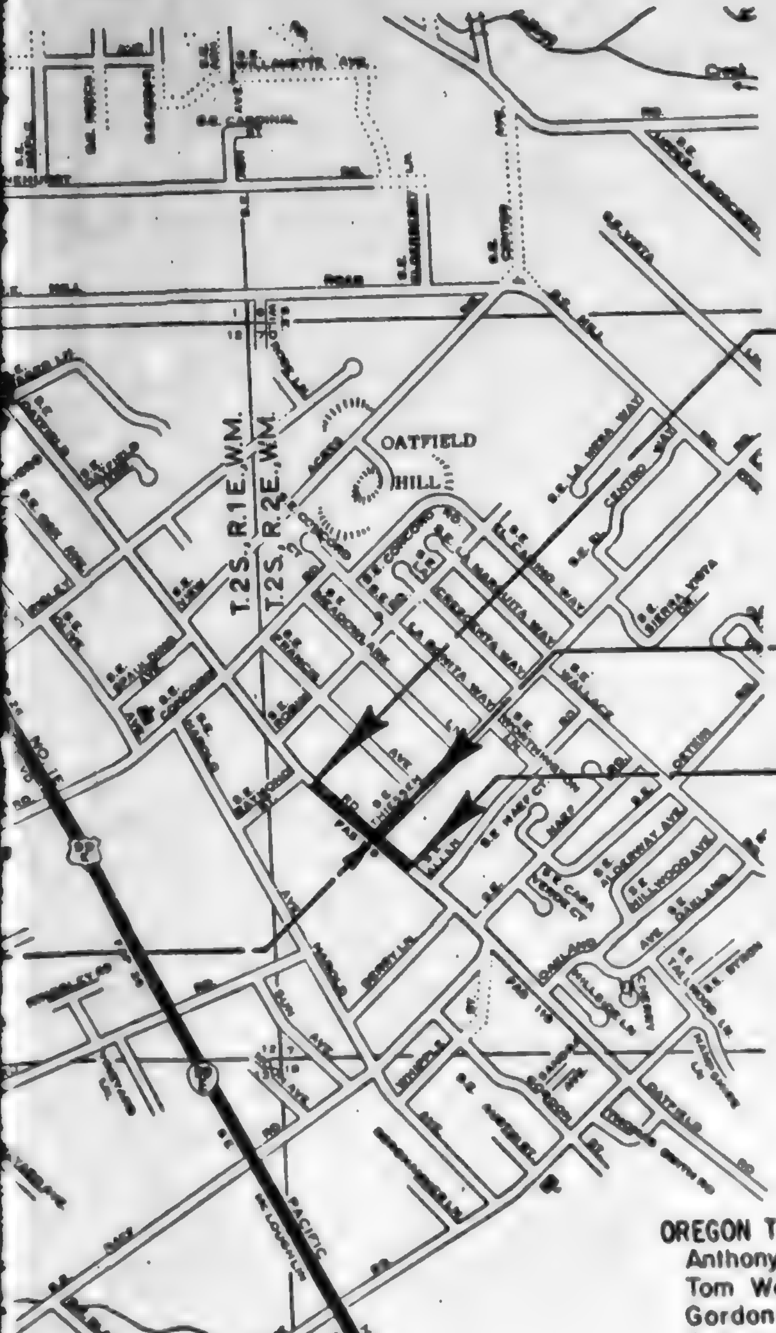
OR PROPOSED PROJECT

S.E. THIESSEN RD. SEC.

65 (OATFIELD RD.)

ACKAMAS COUNTY

APPROVED AS NOTED
1-28-81
BE Straight Traffic Engr
For CLACKAMAS COUNTY
Date



BEGINNING OF PROJECT
Sta. 201+00

END OF PROJECT
Sta."L²" 303+40

END OF PROJECT
Sta. 209+40

PRELIMINARY COPY
SUBJECT TO CHANGE

H. S. COULTER
OCT 30 1950

4682
MAY 13, 1950
EDGAR S. HUNTER

H. S. Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

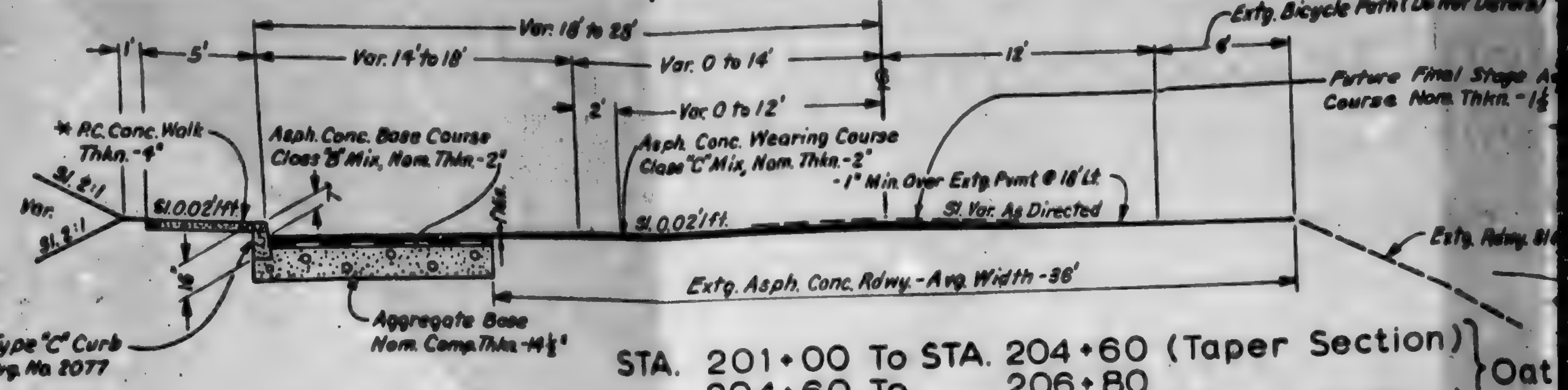
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

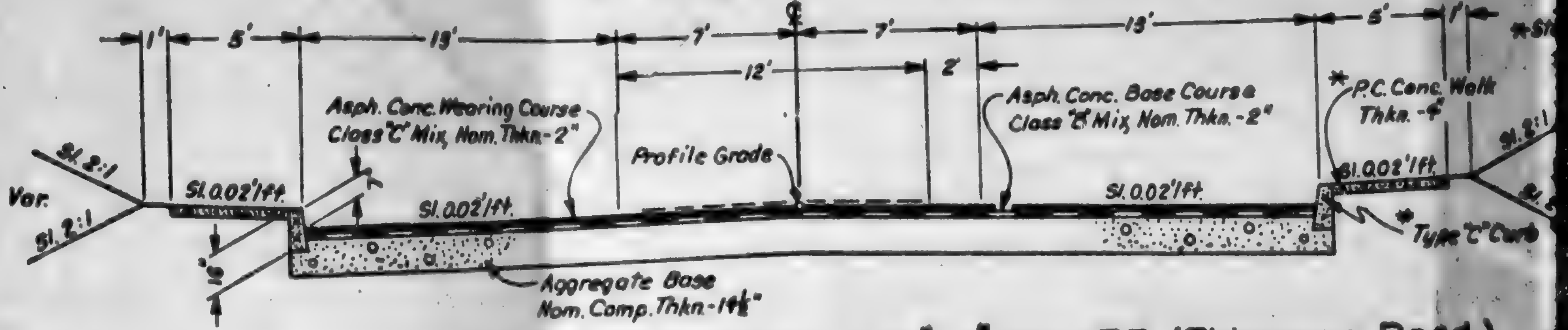
T Y P I C A L   S E C T

* Sta. 201+25 To Sta. 209+25



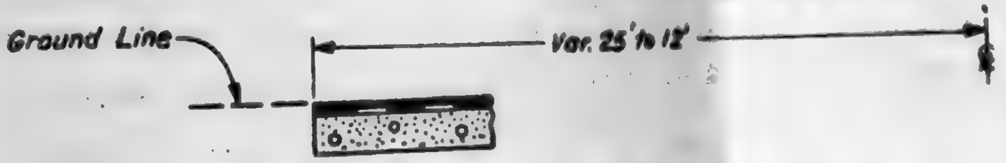
Var. 18' to 28'
1'
5'
Var. 14' to 18'
Var. 0 to 14'
12'
Extg. Bicycle Path (Do Not Disturb)
6'
Future Final Stage A
Course Nom. Thkn. - 1½
2'
Var. 0 to 12'
* P.C. Conc. Walk Thkn. - 4"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 2"
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 2"
- 1" Min. Over Extg. Pvmt. @ 18' Lt.
Sl. Var. As Directed
Sl. 2:1
Var.
Sl. 2:1
Sl. 0.02'/ft.
Sl. 0.02'/ft.
7½"
18"
Extg. Rdwy.
Extg. Asph. Conc. Rdwy. - Avg. Width - 36'
Aggregate Base Nom. Comp. Thkn. - 14½"
* Type "C" Curb Drg. No. 2077

STA. 201+00 To STA. 204+60 (Taper Section)
204+60 To 206+80
206+80 To 209+40 (Taper Section) } Oat



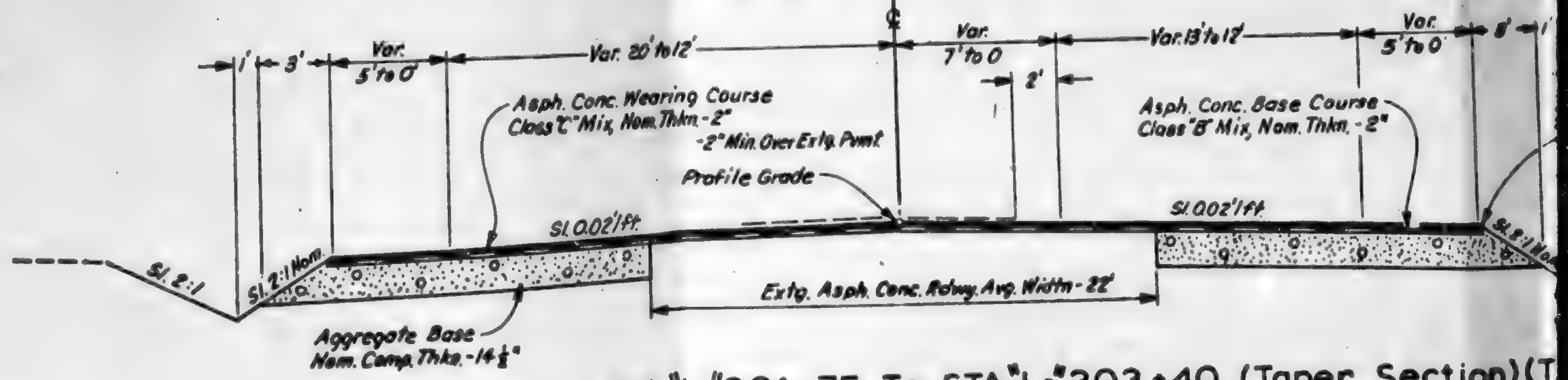
1'
5'
13'
7'
7'
13'
5'
1'
12'
2'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 2"
Profile Grade
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 2"
* P.C. Conc. Walk Thkn. - 4"
Sl. 2:1
Var.
Sl. 2:1
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
18"
Aggregate Base Nom. Comp. Thkn. - 14½"
* Type "C" Curb

STA."L_2" 300+28 To STA."L_2" 301+75 (Thiessen Road)



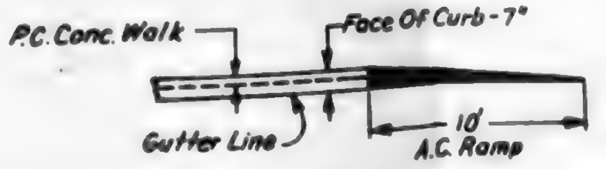
Ground Line
Var. 25' to 12'

STA."L_2" 301+95 To STA."L_2" 303+40 Lt.
301+53 To 302+00 Rt.
303+00 To 303+40 Rt.



1'
3'
Var. 5' to 0'
Var. 20' to 12'
Var. 7' to 0
Var. 13' to 12'
Var. 5' to 0
8'
2'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 2"
- 2" Min. Over Extg. Pvmt.
Profile Grade
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn. - 2"
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1 Nom.
Sl. 2:1 Nom.
Extg. Asph. Conc. Rdwy. Avg. Width - 22'
Aggregate Base Nom. Comp. Thkn. - 14½"

STA."L_2" 301+75 To STA."L_2" 303+40 (Taper Section)(T



P.C. Conc. Walk
Face Of Curb - 7"
Gutter Line
10'
A.C. Ramp

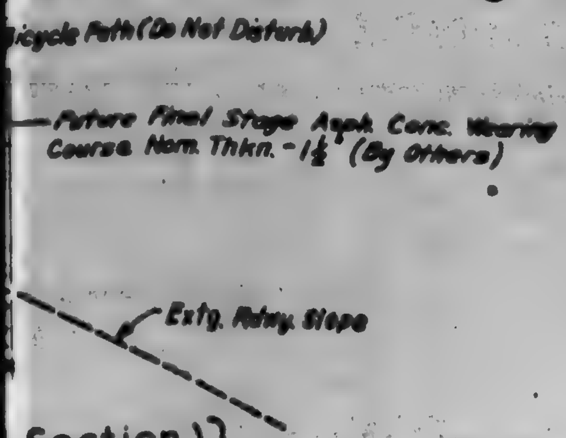
ASPHALT CONCRETE RAMP DETAIL
(For Location, See Plans)

R/W Map No. 10C-51-15

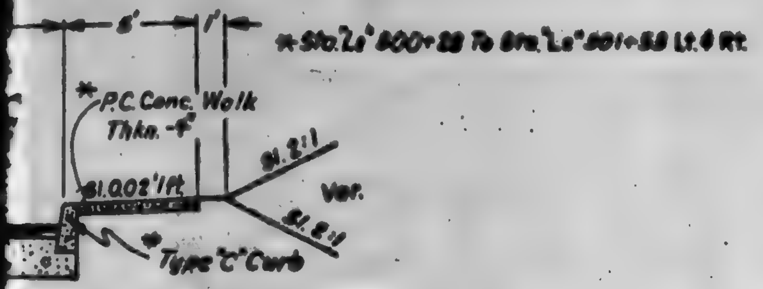
Cole - Roberts - Butts

ECTIONS

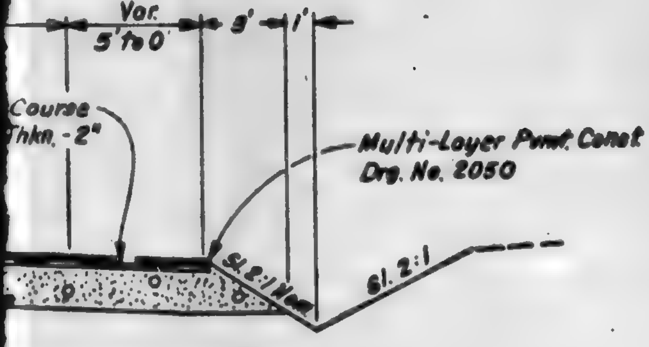
OATFIELD RD. AT S.E. THIESSEN RD. SEC. FAU 9665 (OATFIELD RD.) CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


icycle Path (Do Not Disturb)
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 1½" (By Others)
Extg. Rdwy. Slope

Section)
Section)
Oatfield Road


6'
1'
*Sta."Ls" 800+28 To Sta."Ls" 801+58 Lt.& Rt.
*P.C. Conc. Walk Thkn. - 4"
Sl. 0.02'/Ft.
Sl. 2:1
Var.
Sl. 2:1
*Type "C" Curb

ssen Road)


Var. 5' to 0'
3'
1'
Course Thkn. - 2"
Multi-Layer Pvmt. Const. Drg. No. 2050
Sl. 2:1 Nom.
Sl. 2:1

er Section)(Thiessen Road)

9397

IMA PDM PDE FFM SPC
ODOT - METRO

JAN 20 1981

BM PAR PPC FILE T/A

902 ABERNETHY ROAD
OREGON CITY, OREGON 97045
(503) 655-8521

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Assistant Director
DON D. BROADSWORD
Operations Director
DAVID J. ABRAHAM
Utilities Director
DAVID R. SEIGNEUR
Planning Director
RICHARD L. DOPP
Development Services Administrator

January ~~15~~ 20, 1981

Jon Rose
Region Federal Aid Engineer
5821 N. E. Glisan Street
Portland, Oregon 97213

Enclosed is a copy of County Commissioners Court Order No. 80-2621 regarding local deposit and Limited Power of Attorney on Thiessen-Oatfield right-of-way acquisition.

Funds have been deposited in the State Investment Pool under Account No. 4726.

Winston W. Kurth

WINSTON W. KURTH - Deputy Director
Department of Environmental Services

/rn

Encl.

From Metro Jon Rose	Date 1/24/81
To [redacted]	
[redacted] Traffic Region 1	

Comments: As we discussed. This is evidence of Clackamas County's deposit for R/W on the subject project.

Jon Rose

80-3621

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Board of Commissioners of Clackamas County hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Board of County Commissioners of Clackamas County has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 6,000.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name

Oatfield and Thiessen Road Intersection

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by The Board of
Local Government Unit
County Commissioners of Clackamas County

this 18th day of December 1980 by a vote of the majority of a quorum of its governing body.

Chairman

Stan Skoko
Commissioner

Ralph Groener
Commissioner

Form No. 734-1812(2-80)

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Providing a Limited Power of Attorney to the Manager of the Oregon State Excess Fund for Withdrawal of funds provided by Clackamas County for the intersection improvement of Oatfield and Thiessen Road.

ORDER NO. 80-2621

This Matter coming before the Board of County Commissioners as the result of the intersection improvement of Oatfield Road and Thiessen Road under a Federal Highway Program, and

It appearing to the Board that a local match of $6,000.00 is required in obtaining Federal funds, and

It further appearing that a deposit of local match funds in the Oregon State Excess Funds, results in some interest earnings to the County's local match,

NOW THEREFORE, IT IS HEREBY ORDERED that $6,000.00 of local match funds from the road fund be deposited in the Oregon State Excess Fund to be used as required to meet financial needs to improve the Oatfield-Thiessen Road Intersection, and that a Limited Power of Attorney is granted to the Oregon Transportation Department to withdraw funds from this account to meet expenses incurred in project implementation.

DATED this 18th day of December, 1980

Chairman - Robert Schumacker

Commissioner - Stan Skoko

Commissioner - Ralph Groener

4726

WK
DES

ORD.	DISTRIBUTION	DATE	INT.
	Director		
/	Asst. Director	12/22	WK
	Operations		
	Engineer		
	Utilities		
	Development		
	Planning		
	Admin.		

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It further appearing that a deposit of local match funds in the Oregon State Excess Funds, results in some interest earnings to the County's local match,

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DATED this 18th day of December, 1980

Chairman - Robert Schumacker

Commissioner - Stan Skoko

Commissioner - Ralph Groener

4726

WK
DES

ORD.	DISTRIBUTION	DATE	INT.
	Director		
1	Asst. Director	12/22	WK
	Operations		
	Engineer		
	Utilities		
	Development		
	Planning		
	Admin.		
	Office Files		

DEC 22 1980

9397

STATE OF OREG[illegible] INTERO[illegible]FICE MEMO

HIGHWAY DIVISION 378-6558
DEPT. TELEPHONE

TO: MEMO TO THE FILES

DATE: Jan. 15, 1981

Lyle K. Watson

FROM: FINAL DESIGN

SUBJECT: Project Name Change

It has been necessary to change the name of this project

S.E. Courtney Ave. – S.E. Roethe Rd. Sec.
FAU 9665 (S.E. Oatfield Rd.)
FROM Clackamas County

Oatfield Rd. At S.E. Thiessen Rd.
FAU 9665 (Oatfield Rd.)
TO Clackamas County

Scheduled Sept. 24, 1981

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

Reviewed with Gary Zehner. Project is one intersection only of 4 proposed in original project. Other three intersections contracted at some future date. L.W.

GMB

9397

1-6-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -9665(9)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90016

COUNTY NAME: Clackamas

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO Waelring
FOR

1-13
orig

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1/6/81

FEDERAL ROUTE NUMBER: FAU 9665

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

SE Oatfield Road at Thiessen Road Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

XX☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/19/80 you are now authorized to proceed with all phases of R/W acquisition for files 51559 thru 51567 as shown on R/W map 10C-51-15 at a TEC of $40,000 Federal Funds $34,000.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE: 1/6/81

SIGNATURE OF APPROVING OFFICIAL: G K Haesner

TITLE: for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1973-631-885

9397

L.

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: December 22, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

MISC. CONTRACTS and AGREEMENTS No. 6916

SUBJECT:

Services Agreement 178
Courtney Rd.-Rothe Rd. Sec.
Oatfield Rd.
Clackamas County

Attached is a signed copy for the County and a xerox copy for your file of the subject Services Agreement.

The project will be programmed.

AE
mp
Attach.

Finance, w/c
cc: Reg. 1 Engr., Hardt, w/c
Local Gov't Programs, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

On Boyds Jan 7
EV 12/10/80

9397

December 2, 1980

ACC

Mr. Winston W. Kurth
Assistant Director
Environmental Services
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

We have submitted a program to the Federal Highway Administration for approval of the R/W acquisition phase on the S.E. Oatfield Road at Thiessen Road Section.

Financial sharing of the R/W is:

Total Estimated Cost	$40,000
Federal Funds	34,000
County Share	$ 6,000

The attachment describes the three options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

bcc w/AD # 842: Jon Rose, Metro Federal Aid Engineer
Ken Rolfe, Region 1 R/W Superintendent
V. E. Skoog - Please return completed AD # 842 when Advance Deposit is received.

9397

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 19, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90016
Project No. IX-9665(9)
S.E. Oatfield Rd. @ Thiessen Rd. Section
Clackamas County

Enclosed is project data consisting of PR-1 forms, sketch maps and right of way map No. 10C-51-15 for the subject project.

I request the following:

1) Financing for the project utilizing Interstate Substitution General funds at an estimated total cost of $40,000 with an obligation of $34,000 in federal funds.

2) Authorization to proceed with the actual acquisition of the right of way as outlined in red on right of way map 10C-51-15. No relocation assistance is involved.

This request is based on the November 30, 1978 letter to you from the Governor of the State of Oregon.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bke
Enc.

cc: M. Klotz
J. Rose
J. Boyd
F. Lowe
G. Zehner
General Files

R/w Adv. Dep.?
AO #842
12-2-80
G

Gr

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

11-19-80

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., S.E. Oatfield Rd. (Milwaukie) 65	**ADT**	PRESENT 16,000	FUTURE --- (66) (70)	YEAR -- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Right of Way Acquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9665

CARD	CLASS OF FEDERAL FUNDS Interstate Substitutions General Fund	COUNTY NAME Clackamas			
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9665 (32)	STATE Co. Rd. (36) (37)	U.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"S.E. Oatfield Rd. @ Thiessen Rd. Section."		40,000	34,000	----	6,000 (
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS		40,000 (16) (23)	34,000 (24) (33)	---	6,000 (
1	14	PROGRAM APPROVAL DATES 10-18-78 10-01-80						

REMARKS
Additional Data: See item
No. IX-9

2031901

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

11-19-80

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces) d., S.E. Oatfield Rd. (Milwaukie)	ADT	PRESENT 16,000	FUTURE ---	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823	ITEM NO. 90016

K (35 typewriter uisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9665	SEQ. NO. (9)	I. Projects Only POST MI.	DESIG.

Interstate Substitutions General Fund

Portland

COUNTY NAME Clackamas CODE 005

ROUTE NO. U
FEDERAL-AID 9665
STATE Co. Rd.
U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

K				ESTIMATED PROJECT COST BY PHASES				
YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"S.E. Oatfield Rd. @ Thiessen Rd. Section."		40,000	34,000	----	6,000 (Co.)	
IST								
	C.L.	PROJECT TOTALS		40,000	34,000	---	6,000 (Co.)	

AL DATES
10-18-78
10-01-80

REMARKS
Additional Data: See item No. 90016 Project No. IX-9665(4).

-over-

USCOMM DUSCOMM-DC 18905-P61

S.E. Oatfield Rd. @ Thiessen Rd. Section
Project No. IX-9665(9)

Project Data: Work under this project consists of right of way acquisition all phases as required for the future construction to widen both Oatfield Road and Thiessen Road to provide a left turn median and installation of a multi-phase traffic signal.

FHPM 4-1-4 Requirements:

a) State Clearinghouse -------- A-95 review comments dated May 6, 1980.
b) District 2 Clearinghouse---- A-95 review satisfied by inclusion in MSD FY '81 TIP.

FHPM 7-7-2 Requirements: Categorical Exclusion project concurred in by FHWA on April 15, 1980.

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '81 TIP/AE on page 92 item no. 92.
3) No relocation assistance involved.

9397

July 30, 1980

R.R. Cameron
Resident Location Engineer

NARRATIVE REPORT
Courtney Rd. - Rothe Rd. Sec.
Oatfield Rd. @ Thiessen Rd.
Clackamas County
Prefix 203-1901

Purpose:	The purpose of the project is to improve the intersection of Thiessen Road with Oatfield Road by widening and signalization.
Major Features:	Oatfield Road would be widened to 46 feet, north of the intersection, to accommodate a left turn refuge. South of the intersection the widening would taper to existing width on a 25:1 taper. No widening would be required on the westerly side of Oatfield Road. Thiessen Road would be widened to 40 feet accommodating turn lanes for left and right turns onto Oatfield Rd.
Signalization:	A three phase pedestrian actuated signal would be required. No intertie is required.
Illumination:	Existing power poles have luminaries and would need to be relocated. No additional illumination is required.
Curb and Sidewalk:	Curb and sidewalk would extend the entire length of the project along the easterly side of Oatfield Road, and extend along Thiessen Road on both sides for approximately 120 feet from the intersection.
Drainage:	Removal of several existing inlets and installation of a new drainage system will be required due to the widening of both roadways. Existing pipe is to be abandoned.
Bicycle Path:	There is no bicycle path along Thiessen Road. The bicycle path along the easterly side of Oatfield Road would be ramped onto the sidewalk. The bicycle path along the westerly side of Oatfield Road will not be affected by the construction.

FUNDING FROM CLACK. Co. TSM
GLADSTONE - MILWAUKIE SUBAREA

Max says County is aware of $ and OK ✓

8-12-80
REC'D
2

Surfacing:	Surfacing will be as per base design dated July 21, 1980. The one inch overlay on Oatfield Road is to feather out at the right edge of the southbound travel lane. This will save removal and replacement of the existing bicycle path markers.
Utilities:	Five utilites are located within the limits of this project. Due to the widening excavation, it is recommended that, where possible, adjustment and relocation be completed before excavation is begun.
Driveways:	Two driveways along Oatfield Road and on along Theissen Road will require reconstruction. Construction permits from the affected property owners will be required.
Stage Construction:	Stage construction will be needed on the lower portion of Thiessen Road for a distance of approximately 150 feet. It is recommended that the temporary surfacing be placed on the easterly side of the roadway, while the westerly portion is being constructed to grade.
Safety:	The utilization of stage construction, flagmen and temporary plastic safety markers should be adequate to safely handle the traffic during construction.
Right of Way and Easements:	Right of Way costs will be minimized by purchasing only to the back of the sidewalk. This would involve strips approximately five feet in width. The remainder would be slope easements.
Anticipated Problems:	Other than the problems discussed above, the only other anticipated problem involves the salvage and re-installation of approximately 18 rural route mailboxes. Care should be taken that access to these boxes for the mailman is provided.

OREGON [illegible] DIVISION   SHEET 1

SUMMARY—BID SCHEDULE—COST ESTIMATE

Date July 30, 19[illegible]

PREFIX 203-19[illegible]

ction [illegible] RD. [illegible] RD.

County Clackamas

nd Of Work [illegible]

Length 0.3[illegible]

Name [illegible]

Item	Code	Unit	Quant.	Unit Cost	Total
[illegible]	110	8%	ALL	Lump Sum	13,75
TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	111	3%	ALL	Lump Sum	5,57
FLAGGER		Hr.	200	24.00	4,80
[illegible] SIGN		Sq.ft.	232	6.00	1,39
[illegible] PLASTIC SAFETY MARKERS		Ea.	70	85.00	5,95
CLEARING & GRUBBING	201	Acre	0.6	Lump Sum	100
REMOVAL OF [illegible] & OBSTRUCTIONS	202		ALL	Lump Sum	100
GENERAL EXCAVATION	203	C.Y.	1661	8.00	13,29
TRENCH EXCAVATION	206	C.Y.	524	10.00	5,24
FINISHING ROADBED & SLOPES	232	Mi	0.3	Lump Sum	100
WATERING	233	M-Gal.	1?7	[illegible]	39
[illegible] GRADE BASE	304	Ton	124[illegible]	11.00	13,69
ASPHALTIC CONCRETE PAVEMENT [illegible]	403	Ton	488	24.00	11,71
ASPHALT IN [illegible]		Ton	52	190.00	988
ASPHALT TACK COAT	407	Ton	1	500.00	50
6" DRAIN PIPE	603	L.f.	50	7.50	37
12" STORM SEWER		L.F.	872	18.00	15,69
15" STORM SEWER		L.F.	202	19.00	3,84
13" STORM SEWER		L.F.	70	21.00	1,68
CONCRETE INLETS TYPE [illegible]	604	Ea.	9	500.00	4,50
[illegible] MANHOLE		Ea	1	1200.00	1,20
CONCRETE SIDEWALK	608	Sq.Yd.	503	15.00	7,54
[illegible]		[illegible]	[illegible]	[illegible]	1,7

SUMMARY—BID SCHEDULE—COST ESTIMATE

Date JULY 30, 1980
PREFIX 203-1901
ction OATFIELD RD @ [illegible] RD
County CLACKAMAS
nd Of Work WIDENING & [illegible]
Length 0.3MI
Name C. P. [illegible]

Item	Code	Unit	Quant.	Unit Cost	Total
CONCRETE SURFACING 6" THICKNESS (FOR DRIVEWAY RECONSTRUCTION)	608	Sq. Yd	80	LUMP SUM	4,00
CONCRETE CURB TYPE [illegible]	609	L.F.	1005	4.75	4,77
EXTRA FOR ASPHALT [illegible]	610	Ea.	7	200.00	1,40
ADJUST MANHOLES [illegible]	628	Ea.	4	250.00	[illegible] ~~1,00~~
ADJUST INLETS		Ea.	1	250.00	25
RELOCATE WATER METERS		Ea.	5	BY OTHERS	
ADJUST WATER METERS		Ea.	3	BY OTHERS	
ADJUST WATER [illegible]		[illegible]	[illegible]	BY OTHERS	
ADJUST GAS VALVE BOXES		Ea.	1	BY OTHERS	
RELOCATE FIRE HYDRANT		Ea.	1	BY OTHERS	
SALVAGE & REINSTALL MAILBOXES		Ea.	18	75.00	135
SALVAGE & REINSTALL SIGNS		Ea.	3	100.00	30
PAINTED WOODEN SIGN POSTS	642	[illegible]	64	5.50	35
PERMANENT SIGNING [illegible]	645	Sq. ft.	27	13.00	35
TRAFFIC SIGNAL COMPLETE, 3 Ph.	661	COMPLETE		LUMP SUM	45,0
BARK MULCH	681	UNIT	5.5	100.00	55
ADDITIONAL ANTICIPATED ITEMS					
[illegible] OF UTILITIES			ALL	LUMP SUM	3,0
PERMANENT STRIPING			ALL	LUMP SUM	1,7
FURNISHING SOFTWARE AND SIGNAL CONTROLLER TESTING			ALL	LUMP SUM	1,3 ST 191,160
ENGINEERING & CONTINGENCIES		25%	ALL	LUMP SUM	47,790 ST 238,950
R/W AND EASEMENTS			ALL	LUMP SUM	25,000
TOTAL					263

9397

L,

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

S.E. COURTNEY RD. - S.E. ROETHE RD.

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Oatfield Rd-Thiessen Rd CLACK.

DATE: May 6, 1980

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

Routed H.S. COULTER

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
MAY 7 -'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(M)Engr.: R.N. Bothman
Reg.(1)Engr.: E.L. Hardt
Distr.(2)Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8004 2 420

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD

4-2-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

9397

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 2, 1980

In Reply Refer to
File No.: PRO 6

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: S. E. Courtney Rd.-S. E. Roethe Rd.
Highway: Oatfield Rd.-Thiessen Rd.
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 30, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. M /1 Engr: R. N. Bothman / E. L. Hardt
Dis. 2 Engr: W. W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford

Form [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 S. E. Courtney Rd. - S.E. Roethe Rd.			
11	12] PROJECT LOCATION—CITY Oatfield Rd.-Thiessen Rd. IX-9665(4)	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Both Oatfield Rd. and Thiessen Rd. would be widened to provide a left turn median;

06 12] Oatfield: southbound to east on Thiessen, and Thiessen: westbound to south on [71

07 12] Oatfield. A fully-activated multi-phased signal would be installed. The project [71

08 12] advanced in this request is the only one remaining under consideration within the [71

09 12] termini shown above. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
240,000	--	--	42,400	--	282,400

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL. GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☐ 29 No ☒ 30 Date: TIP	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 APRIL	43] DAY [44 30	45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-1-80

VI. If project includes state funds (12C), identify agency --

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

IX-9665(4)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section SE Courtney RD - SE Roethe Rd. Oatfield Rd. @ Thiessen Rd.
Highway
County Clackamas
Region 1/Metro
(Attach Sketch Map)

Date March 21, 1980
City Hwy. No.
Begin M.P. Length
Program Estimate $282,400
Funding Source e(4)

B. Purpose, Need, and Description of Project (Describe Alternatives): Purpose: To eliminate a dangerous accident situation and eliminate congestion. Need: The intersection currently operates at LOS "D" and without the recommended improvements will deteriorate to "E" to "F" LOS in the future. In a 34-month period ending in December, 1979, there were 22 accidents at the intersection. Project Description: Both Oatfield Rd. and Thiessen Rd. would be widened to provide a left turn median; Oatfield: southbound to east on Thiessen, and Thiessen: westbound to south on Oatfield. A fully-activated multi-phased signal would be installed. The project advanced in this request is the only one remaining under consideration within the termini shown above.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Because the benefits of this project would outweigh the minor right-of-way impacts required, it is recommended that it be classified as a Categorical Exclusion.

D. Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	2 on each road	3 on each
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	8 ft. paved/4 ft. gravel	curbed
Average Daily Traffic (Volume/Year)	Oatfield 10,000/79 Thiessen 6,000/79	ADT Oatfield 13,000/200 ADT Thiessen 9,000/200
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)	35 m.p.h.	35 m.p.h.

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.25
Estimated Number of Parcels	7
Residential Relocation (No.)	none
Business Relocation (No.)	

2. Estimated Impact on Land Use:
The planted frontages of seven parcels in residential use will be converted to R/W, sidewalks or roadway.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Positive impact on traffic flow and safety.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

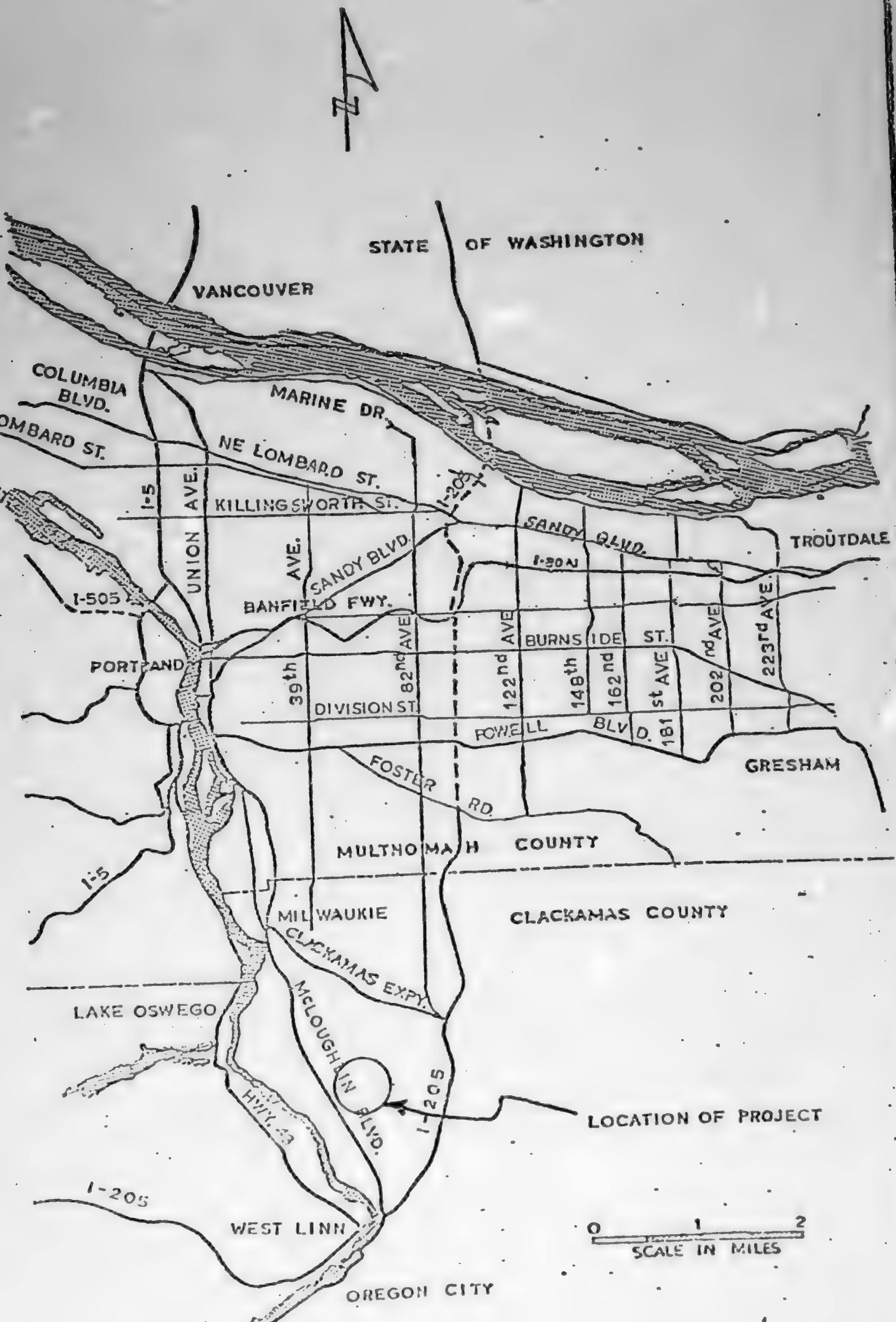
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6 Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: Tom Loeber 238-7438


N
STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
TROUTDALE
AVE.
SANDY BLVD.
I-80N
I-505
BANFIELD FWY.
PORTLAND
82nd AVE
122nd AVE
BURNSIDE ST.
148th
162nd
181st AVE
202nd AVE
223rd AVE.
39th
DIVISION ST.
POWELL BLVD.
GRESHAM
FOSTER RD.
MULTNOMAH COUNTY
CLACKAMAS COUNTY
I-5
MILWAUKIE
CLACKAMAS EXPY.
LAKE OSWEGO
McLOUGHLIN BLVD.
I-205
HWY. 43
LOCATION OF PROJECT
I-205
WEST LINN
0
1
2
SCALE IN MILES
OREGON CITY

9397

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 3-31-80	FEDERAL AID PROJECT NO. X-9665(4) STATE PROJECT NO. see below
FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 90016
COUNTY NAME	Clackamas
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

4/3

RECEIVED
STATE HWY ENGR.
APR 3'80
REFER TO
[illegible]
FOR

Info	rves	P/O	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3/31/80	FAU 9665 County Road

GENERAL LOCATION:

SE Courtney Avenue - SE Roethe Road Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Program Change See Below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/7/80 I approve the revised Preliminary Engineering costs to a TEC of $23,500 with Federal participation limited to $19,975.

(Increase TEC $12,000 - F.F. $10,205)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3/31/80	G. K. [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-898

9397

9665 - C

3-26-80

INTERSTATE TRANSFER FUNDS   UMTA APPROVD 3/20/80

PROJ. NO.	WORK	SECTION	F.F.	
IX-78(1)	PE	Park Pl. - Clack. Community College	$ 436,722	Add'l
(*) IX-9234(5)	CONST	Scholls Hwy @ Allen Blvd	25,100	"
IX-9723(2)	PE	SW 65th Ave - Capital Hwy (Portland)	13,325	"
IX-3665(4)	PE	SE Courtney Ave - SE Roethe Rd	10,205	"
IX-0000(20)	PE	NW Kittridge St - Stadium Fwy (Portland)	739,500	Orig.
IX-0000(19)	PE	Arterial St. Light Conversion Prog. (Port.)	67,150	"
IX-9-3(4)	PE	N. Tigard - Beef Bend Rd.	25,310	Add'l
(*) IX-0001(16)	CONST.	Port. Traf. Signals @ 5 Loc.	191,250	Orig.

Above information from
Glen Gray 3/24/80
J L Gaither

3-24-80

cc: Cliff Laux
J. Gaither
D. Ridings
G. Zehner
D.E. Swan

3-26-80 1:35 p.m.

Glen Gray says WASH. D.C.
Has frozen all F.A. Funds.
until further notice.

(*) these projects were authorized
for obligation.

cc: Max Klotz

9397

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

IX-9665(4)

A. Project Identification:

Section: SE Courtney RD - SE Roethe Rd. Oatfield Rd. @ Thiessen Rd.

Highway:

County: Clackamas

Region: 1/Metro

(Attach Sketch Map)

Date: March 21, 1980

City: Hwy. No.:

Begin M.P.: Length:

Program Estimate: $282,400

Funding Source: e(4)

B. Purpose, Need, and Description of Project (Describe Alternatives): Purpose: To eliminate a dangerous accident situation and eliminate congestion. Need: The intersection currently operates at LOS "D" and without the recommended improvements will deteriorate to "E" to "F" LOS in the future. In a 34-month period ending in December, 1979, there were 22 accidents at the intersection. Project Description: Both Oatfield Rd. and Thiessen Rd. would be widened to provide a left turn median; Oatfield: southbound to east on Thiessen, and Thiessen: westbound to south on Oatfield. A fully-activated multi-phased signal would be installed. The project advanced in this request is the only one remaining under consideration within the termini shown above.

C. Recommended Project Category and Documentation:

Project Category	Documentation
___ 1	Draft and Final EIS
___ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Because the benefits of this project would outweigh the minor right-of-way impacts required, it is recommended that it be classified as a Categorical Exclusion.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2 on each road	3 on each
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	8 ft. paved/4 ft. gravel	curbed
Average Daily Traffic (Volume/Year)	Oatfield 10,000/79 Thiessen 6,000/79	ADT Oatfield 13,000/2000 ADT Thiessen 9,000/2000
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)	35 m.p.h.	35 m.p.h.

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.25
Estimated Number of Parcels	7
Residential Relocation (No.)	none
Business Relocation (No.)	

2. Estimated Impact on Land Use:
The planted frontages of seven parcels in residential use will be converted to R/W, sidewalks or roadway.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:
Positive impact on traffic flow and safety.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

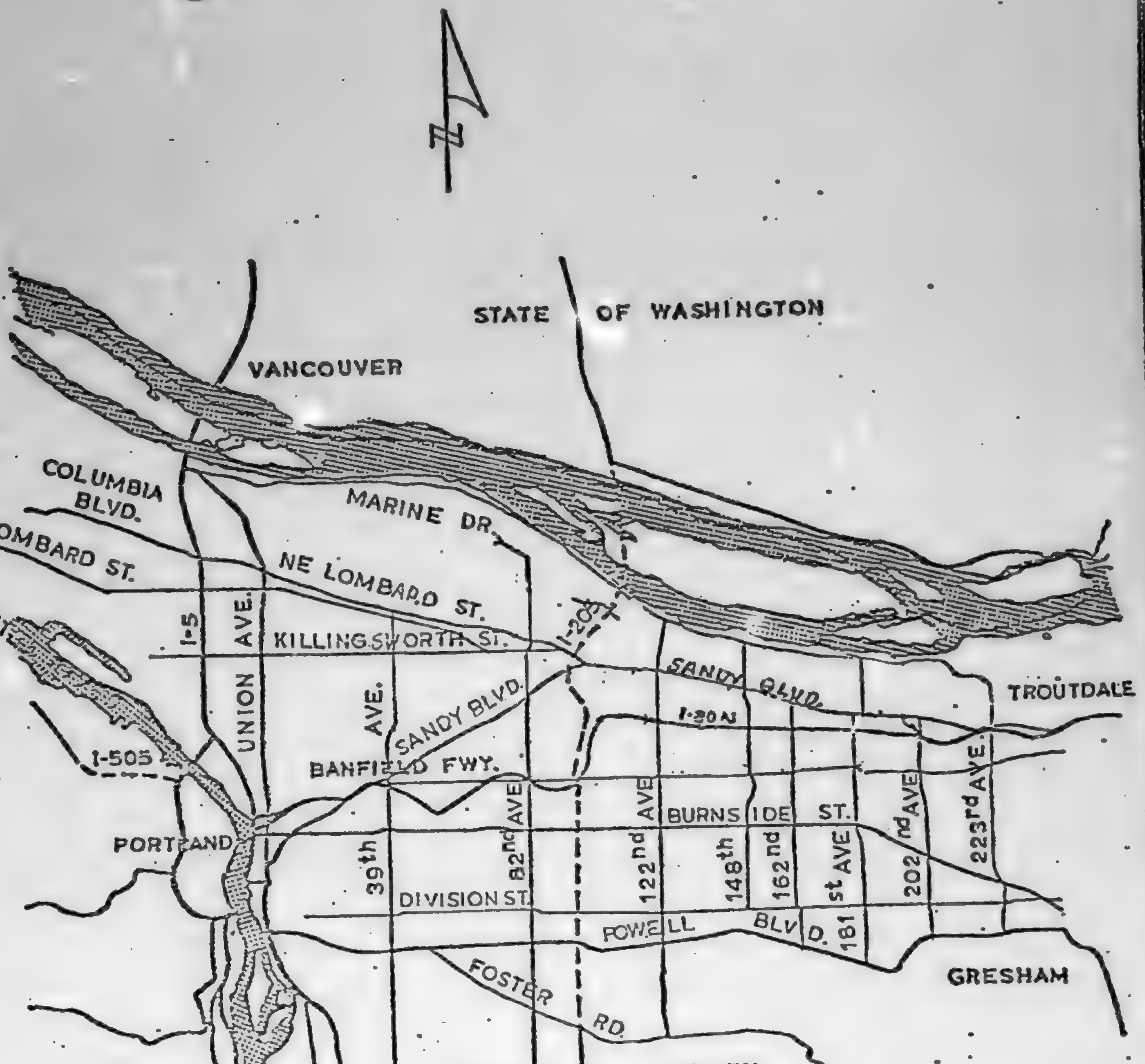
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: Tom Loeber 238-7438


STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
TROUTDALE
I-80N
39th AVE.
SANDY BLVD.
I-505
BANFIELD FWY.
82nd AVE
122nd AVE
BURNSIDE ST.
148th
162nd
181st AVE
202nd AVE
223rd AVE.
PORTLAND
DIVISION ST.
POWELL BLVD.
GRESHAM
FOSTER RD.
MULTNOMAH COUNTY
I-5
CLACKAMAS COUNTY
MILWAUKIE
CLACKAMAS EXPY.
LAKE OSWEGO
McLOUGHLIN BLVD.
I-205
LOCATION OF PROJECT
HWY. 43
I-205
WEST LINN
OREGON CITY
0
1
2
SCALE IN MILES

9397

4

DATE: March 20, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
for LWR
H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project IX-9665(4)
SE Courtney Avenue-SE Roethe Road Section
Clackamas County
Refer to: HFO.1-OR

Your reconsideration of Mr. Gaither's request for additional preliminary engineering on the subject project is requested.

The original estimate on this project, which consisted of improvement to four intersections, was substantially low. Although not originally identified by Clackamas County, which did the orignal estimate, it was immediately found that right-of-way was required. This increased the cost of the project substantially. The scope of the work has been revised by Clackamas County. The County has worked with the State in trying to provide for the required improvements within the funding available. For this reason one intersection has been downscoped and three deleted from the project.

Right-of-way is required as indicated in Mr. Terpin's letter of February 1. Right-of-way required is not due to the change in scope.

The State is performing this work at the direction of Clackamas County and all the revisions that have been accomplished in order to provide the improvements within the funding available were at the direction of Clackamas County. All actions relative to funding, both in the revision of the federal funding and in local match for a project, are initiated by the County upon the recommendations of the State.

The current estimate for this project is $228,000. The current estimate for PE is $20,400.

RNB:ke jh
bc: R. N. Bothman
D. H. Moehring

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9665(4)
SE Courtney Ave - SE Roethe Rd Section
Clackamas County

Date: February 15, 1980

Reply to Attn. of: HFO.1-OR

From: G. L. Green, Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

The information submitted with Mr. Gaither's February 7 letter concerning a revised P.E. estimate on the subject project has been reviewed. The request for approval of an additional $12,000 for P.E. cannot be approved for the following reasons:

1. The original estimated construction cost for the proposed work was $121,000. The revised PE estimate of $23,500 which, according to the information submitted, represents only 7 percent of the estimated construction cost, implies that the present estimated construction cost has increased to approximately $335,700. Such an increase as this must mean the entire scope of work has changed from that originally approved.

2. The original approved program indicates that no right of way would be required. Mr. Terpin's 2-1-80 letter indicates that right of way is now required to accommodate the presently envisioned improvements. This again indicates the entire scope of work has changed.

3. The information submitted does not indicate the county is aware of, and approves of, the increased cost of construction. Since they are responsible for all the matching funds on this project their ability and desire to do so is of major concern.

This office will give further consideration to approving the request for additional P. E. funds on this project only after all the above questions have been adequately addressed.

G. K. Hosner
fr G. L. Green

cc:
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
FEB 21 '80
REFER TO
FOR

Info	Inves	R/D	C/R	Sign	Act	File
		X				

3/6
cy

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9397

1xC -

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

February 7, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. IX-9665(4)
S.E. Courtney Ave.-S.E. Roethe Rd. Sec.
Clackamas County

I hereby request your approval of a minor program change on the subject project to increase the total estimated cost and allotted Federal Aid Interstate transfer. Funds to coincide with the latest estimate of the actual anticipated preliminary engineering costs as set forth in the enclosed copy of Mr. Turpins memo of February 1, 1980. Revised financing will be as follows:

Total Estimated Cost	Federal Funds	Additional Federal Funds
$23,500	$19,975	$10,205

CL:bke
Enclosure

cc: F. Turpin
G. Zehner
M. Klotz

N

1. 9397

Planning File No. IX C

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Courtney Road - Rothe Road

Highway Oatfield Road (FAU 9665)

County Clackamas

Date October 9, 1979

Authorization No. 2

Survey Prefix 203-1901 (Assigned by Salem office)

Description of termini, route, length, etc.:

Spot locations at the intersections of
Oatfield Road and: 1) Courtney Ave.
2) Hill Rd.
3) Thiessen Rd.
4) Rothe Road

Proposed:

1) Widen Oatfield to provide an additional travel lane. Raise Courtney Ave. to improve sight distance.
2) Widen Oatfield to provide an additional lane & widen Hill Rd. approach
3) Widen Oatfield to 48 foot section (4 lanes). Widen Thiessen to 28 feet. Install multi-phase traffic signal.
4) Install flashing traffic control beacon at Rothe Road.

State to perform field survey, prepare plans, specifications, estimates, & complete PS & E.

Category 3NM
Fund e(4)

IX-9665(4)
2-8-79
3-31-80

Estimate of Cost

Field Survey	(901)	$ 10,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	1,500
Soils & Geology	(910)	2,000
Traffic	(911)	2,500
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	2,000
Admin. Services	(922)	200
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 16 1980
LOCATION SECTION

Total estimated cost of survey	$21,200
Previous authorization	14,000
Additional authorization requested	7200
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

N

SP*23604-734

9397

L.

February 27, 1979

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6916

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Courtney Road-Rothe Road Section of Oatfield Road (FAU 9665) in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9397

L

December 7, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Request

On the Consent Calendar for the December 19 meeting will be a request for approval of a project utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Clackamas County is requesting a $142,500 project to provide improvements on Oatfield Road at the intersections of Courtney Avenue, Hill Road, Thiessen Road, and Rothe Road.

Interstate Transfer funds for this project are estimated at $121,125, with Clackamas County providing all of the required $21,375 of local match.

This project has been investigated and is eligible for funding. I recommend your approval of the project and request authorization to sign the necessary agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
G. W. Wimer (3)
George Bell

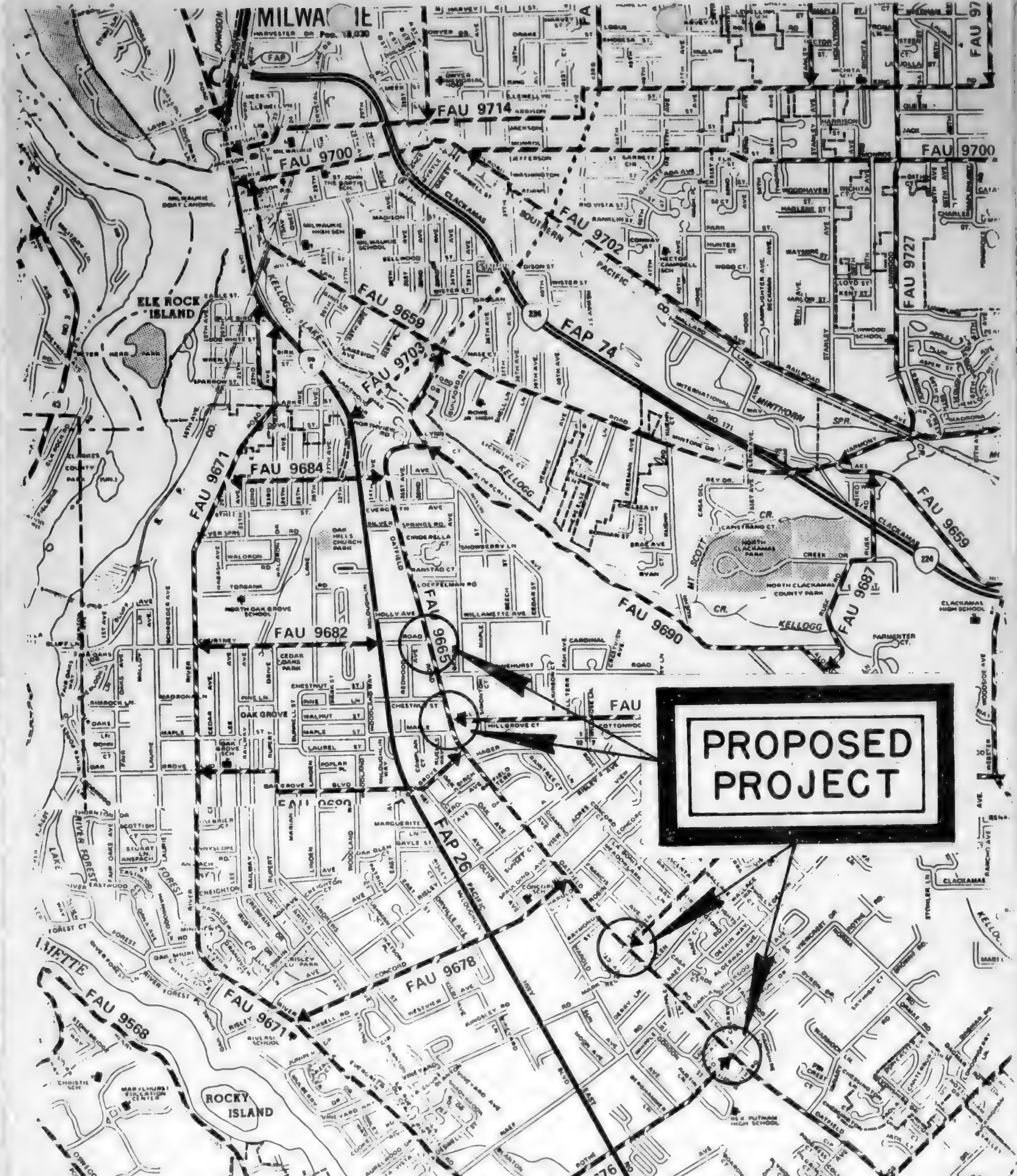
CLACKAMAS COUNTY
Proposed Interstate Transfer Project

Courtney Road-Rothe Road Section
Oatfield Road, FAU 9665
Grade, Pave, Structure, Signals,
  Illumination, Signing and Striping
$142,500

This project entails all the work and costs to improve four intersections on Oatfield Road. 1) Oatfield Road will be widened to accommodate an additional travel lane at Courtney Avenue and Courtney Avenue approach will be raised to increase sight distance; 2) Widen Oatfield Road on the east side to provide an additional travel lane from a point approximately 150 feet north of Hill Road to Oak Grove Blvd; 3) Widen Oatfield Road to accommodate four travel lanes and install multi-phase fully actuated traffic signal at Thiessen Road; 4) Install a flashing beacon at the intersection of Oatfield Road and Rother Road.

State will perform the preliminary and Construction engineering.

781
12/7/78


MILWAUKIE
FAU 9714
FAU 9700
FAU 9702
FAU 9727
FAU 9659
FAP 74
FAU 9703
ELK ROCK ISLAND
FAU 9671
FAU 9684
FAU 9682
FAU 9665
FAU 9690
FAU 9687
NORTH CLACKAMAS COUNTY PARK
OAK GROVE
FAP 26
FAU 9678
FAU 9568
FAU 9676
ROCKY ISLAND
KELLOGG
CLACKAMAS
SOUTHERN PACIFIC CO.
PROPOSED PROJECT

9397

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 6, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan **Original Signed By D. E. Swan**
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90016
Project No. IX-9665(4)
SE Courtney Ave.-SE Roethe Rd. Section
SE Oatfield Road
Clackamas County

Attached is support data consisting of PR-1 forms, project maps and signal warrants.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $11,500 with obligation of Federal funds of $9,770.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work.

3) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2.

This project is based on Governor Straub's letter, dated November 30, 1978, to Mr. G. L. Green, Division Administrator.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

N H.

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

December 6, 1978

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Courtney Ave. to Roethe Rd. 21 65	ADT	PRESENT See Back	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX - 14 23	NUMBER 9665 7

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General	COUNTY NAME Clackamas				CO 0 (14
	NAME OF URBAN AREA Portland	ROUTE NO. U	FEDERAL-AID 9665 (32)	STATE Co. Rd.* (36) (37)	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"SE Courtney Ave.- SE Roethe Rd. Sec."	0.0	11,500	9,770	---	1,730
5					**ROW**							
5					**CONST** (CODE)				(131,000)			

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	11,500 (16) (23)	9,770 (24) (33)	---	1,730
1	14	PROGRAM APPROVAL DATES					REMARKS	

*SE Oatfield Rd.

GARY

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 6, 1978

JECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., Courtney Ave. to Roethe Rd.	ADT	See Back	---		10	Oregon	41	823	90016

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
neering		▨	▨	▨	▨			IX -	9665	(4)		

itutions General

COUNTY NAME Clackamas

CODE 005

ROUTE NO. U

FEDERAL-AID 9665

STATE Co. Rd.*

U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE			0.0	11,500	9,770	---	1,730	Util. prep. work as req.
ROW								
ONST (CODE)		"SE Courtney Ave.- SE Roethe Rd. Sec."		(131,000)				ROW-60'; Access Control-none; Parking Restrictions-complete
BY JLG		PROJECT TOTALS	0.0	11,500	9,770	---	1,730	

PPROVAL DATES

REMARKS

*SE Oatfield Rd.

over

USCOMM DUSCOMM-DC 48905-P61

SE COURTNEY AVE.-SE ROETHE RD. SECTION
PROJECT NO. IX-9665(4)

Existing Facilities:
Oatfield Rd.--Two 12.5-foot bit. surf. travel lanes with 6-foot paved shoulders.

Intersecting St.	ADT			
				Oatfield
		1,260		10,800
Courtney Ave.		3,800		11,425
Hill Rd.		5,630	N	10,240
Thiessen Rd.			S	8,920
Roethe Rd.	E	654	N	9,203
	W	1,670	S	7,930

Project Data The work consists of all phases of preliminary engineering Including utility preparatory work for future improvement of four intersections which involve 1) widen Oatfield Rd. at Courtney to provide an additional travel lane and raise Courtney Ave. to improve sight distance; 2) widen Oatfield Rd. at Hill Rd. to provide an additional lane and widen Hill Rd. approach; 3) widen Oatfield Rd. at Thiessen Rd. to 48-foot section (4 lanes), widen Thiessen Rd. to 28 feet and install multi-phase traffic signal; 4) install flashing traffic control beacon at Roethe Rd.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project under par. 10e.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review exempt under working agreement.
b) District 2 Clearinghouse--A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings--None required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 3.
2) Included in CRAG FY 79 TIP/AE on page 134 line 316.

9397

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring, Manager ATTN: Gary Zehner
Office of Project Management

DATE: November 22, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Project Review
Oatfield Road at Thiessen Road
Clackamas County

As requested, we have reviewed the cost estimate and signal warrants for the subject project.

It is our finding that this intersection does meet the warrants for the installation of a traffic control signal at the present time. This location will also meet the warrants when Oatfield Road is widened to 4 lanes. The cost estimate does appear to be proper.

L E George
L. E. George
Traffic Engineer Supervisor

DW:cs

Attachments

PROJECT MANAGEMENT
[illegible]
Zehner

9397

STATE OF OREGON **INTEROFFICE MEMO**

Technical Services 238-8231
DEPT. TELEPHONE

TO: D. H. MOEHRING
Project Management

DATE: November 13, 1978

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Oatfield Road Intersection Improvements
Oatfield Road (FAU 9665)
Clackamas County
Planning File 78-105

Here is our programming packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, federal aid project requests for four intersections, and a traffic signal warrant comparison. This project is covered by the statewide assessment.

to Terpin
11-16-78

This is an e(4) project. It is included in the Gladstone-Milwaukie Subarea TSM project listed in the CRAG TIP on page 134.

Please program $11,500 for preliminary engineering at this time.

ke

Attachments

cc: F. E. Terpin
Metro Technical Services (8)

9

81-125-1387

9397 SEC 0001 2

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-105

AUTHORITY FOR SURVEY

Section Courtney Road-Rothe Road

Date November 7, 1978

Highway Oatfield Road (FAU 9665)

Authorization No. 1

County Clackamas

Survey Prefix 203-1901
(Assigned by Salem office)

Description of termini, route, length, etc.: Spot Locations at the intersections of Oatfield Road and (1) Courtney Avenue, (2) Hill Road, (3) Thiessen Rd. and (4) Roethe Road.

Proposed: (1) Widen Oatfield to provide an additional travel lane. Raise Courtney Avenue to improve sight distance (2) widen Oatfield to provide an additional lane and widen Hill Rd. approach (3) Widen Oatfield Rd. to 48 foot section (4 lanes), Widen Thiessen Rd. to 28 feet,, Install multi-phase traffic signal (4) Install flashing traffic control beacon at Roethe Road.

Purpose of survey:

State to perform Field Survey, prepare plans, specifications and estimates, complete P, S & E.

IX-9665 (4)
2-8-79

Category III NM
Funding e(4)

		Estimate of Cost
Field Survey	(901)	5,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	2,000
Traffic	(911)	2,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	2,000
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey . . . . . $ 14,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval: Frank E. Pespin
Location Engineer

Approved:

SP*23604-734

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Oatfield Road Intersection Improvements Date 11-9-78
Highway Oatfield Road (FAU 9665) County Clackamas Co.

Existing Facility

Access control? None parking restrictions? Complete
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas None involved
Historical areas None involved

Roadway: no. lanes 2 paved shoulders? 6 feet on both sides
pavement width 37 feet

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

end: N/A
end:

Railroad crossings

Name of railroad None involved no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

Project Oatfield Road Intersection Improvements

Agency Clackamas County Date 11-9-78

Type of Project Intersection Improvements

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	(X)	( )	( )
Soils Investigation	(X)	( )	( )
Base Design	(X)	( )	( )
Bridge Design	(X)	( )	( )
Signal Design	(X)	( )	( )
Final Design and Specs	(X)	( )	( )
Acquire R/W N/A	( )	( )	( )
Relocate Utilities	(X)	( )	( )
Construction Engineering	(X)	( )	( )
Environmental Statements	( )	(X)	( )
Action Plan Requirements		(x)	

	State	Applicant	Contractor
Maintenance During Construction	( )	( )	(X)
Maintenance After Completion - Roadway	( )	(X)	
Maintenance After Completion - Signals	( )	(X)	
Power Consumption - Signals	( )	(X)	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

6

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County
Request for: Off-System____, FAS-C____, FAUS____ Project e(4)
Federal Aid Route No. FAU 9665 Route Name Oatfield Road #21368
Project Name Oatfield Road at Hill Road
Project Location (Attach sketch map)
Project Length 500 ft.
Project Description Widen Oatfield Road on the east side to accommodate an additional lane width providing curb and sidewald along the east side. This project widening would extend the existing east side improvement from Oak Grove Blvd. north to Hill Road and north of Hill Road approximately 150 feet also widen the Hill Road approach to a 28 ft. pavement section.
Average Daily Traffic
Oatfield Road 11,425 ADT 5/78
Hill Rd. 3,800 ADT 5/78
Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Hill 20 ft. Oatfield 25ft
Travel Lanes 2
Shoulders Hill 0-5 ft. Oatfield 6 ft paved
Medians None
Parking restricted
Sidewalks existing sidewalk on east side to be extended north
Remarks There is an existing paved bikepath on both sides of Oatfield Road.

2. Desired Roadway Cross Section: (Attach sketch)

Width Oatfield 36 ft. Hill 28 ft
Travel Lanes Oatfield 3 Hill 2
Shoulders
Medians None
Parking restricted
Curbed East side of Oatfield
Length Curb Radii 25 ft with mounting ramps
Sidewalk/Bikeway 5 ft. sidewalk behind curb with asphalt taper to meet bikepath
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Oatfield 60 ft. Hill 40 feet
Minimum
Maximum

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_____ No X

3. Will additional right-of-way be needed? Yes_____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____
Remarks Widening can be accomplished within the existing right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? in project

4. Permanent Striping:

Include in project or by applicant? in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: ______ ______________________________

Are any utilities to be attached to structure? ______________________________

Are provisions for illumination desired? ______________________________

Are there any unusual or complicating conditions? ______________________________

Remarks ______________________________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes __________ No ___X___

   Name of Railroad ______________________________
   Existing Crossing Protection ______________________________

2. Will existing railroad crossing be altered? ______________________________

   Remarks ______________________________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bernard L. Straight, Traffic Engineer Office
2.	Environmental	Bernard L. Straight, Traffic Engineer Office
3.	Public Hearing	Bernard L. Straight, Traffic Engineer Office

Remarks ______________________________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ________ State ___X___ Consultant ________

2. Project construction engineering [illegible] be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 16,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other Contingency	1,500.00
Preliminary engineering	1,500.00
PROJECT TOTAL	$ 19,000.00

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Clackamas COUNTY

By__________ By Ralph Groener

By__________ By

By Stan Skoko

7

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County

Request for: Off-System_____, FAS-C_____, FAUS_____ Project C(4)

Federal Aid Route No. FAU 9665 **Route Name** Oatfield Road #21368

Project Name Oatfield Road at Courtney Avenue

Project Length 300 ft. **Project Location** (Attach sketch map)

Project Description Widen Oatfield Road on the west side to accommodate an additional travel lane width, providing curb and sidewalk along the west side. Extend the existing curb on Courtney Avenue to meet Oatfield Road and raise the Courtney Avenue approach to increase the sight distance. The project limits would be approximately 100 ft. north and south of Courtney Avenue allowing bus transit stops along the curbed area.

Average Daily Traffic **Design Speed** 35 MPH

Oatfield 10,800 ADT 5/78
Courtney 1,260 ADT 5/78

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width Courtney 22 ft. Oatfield 25 ft **Travel Lanes** 2 **Shoulders** Courtney 6 ft. Oatfield 6 ft. paved

Medians none **Parking** restricted

Sidewalks Existing sidewalk on Courtney Avenue on the north side

Remarks Oatfield Road has an existing paved bikepath on both sides of the roadway

2. **Desired Roadway Cross Section:** (Attach sketch)

Width Courtney 42ft.? Oatfield 36ft **Travel Lanes** Courtney 2 Oatfield 3 **Shoulders**

Medians none **Parking** restricted

Curbed west side of Oatfield **Length Curb Radii** 25 ft. with mounting ramps

Sidewalk/Bikeway 5 ft. sidewalk behind curb with asphalt taper to meet bikepath.

Remarks

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width Courtney 60 ft. Oatfield 60 ft. **Minimum** **Maximum**

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_____ No X

3. Will additional right-of-way be needed? Yes_____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No X
Remarks

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

none

2. Proposed Signalization:

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? in project

4. Permanent Striping:

Include in project or by applicant? in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: ____________

Are any utilities to be attached to structure? ____________

Are provisions for illumination desired? ____________

Are there any unusual or complicating conditions? ____________

Remarks ____________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ____________
   Existing Crossing Protection ____________

2. Will existing railroad crossing be altered? ____________

   Remarks ____________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bernard Straight, Traffic Engineer Office
2.	Environmental	Bernard Straight, Traffic Engineer Office
3.	Public Hearing	Bernard Straight, Traffic Engineer Office

Remarks ____________

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant______ State X Consultant______

3. Will applicant perform any work prior to or after award of contract?

Yes______ No______

If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 16,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other Contingency	1,500.00
Preliminary engineering	1,500.00
PROJECT TOTAL	$ 19,000.00

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Clackamas COUNTY

By______ By Ralph Groener

By______ By

By Stan Skoko

(1976)

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County

Request for: Off-System _____, FAS-C _____, FAUS ____ Project e(4)

Federal Aid Route No. FAU 9665 **Route Name** Oatfield Road #21368 at Thiessen Road #21368

Project Name Oatfield Road - Thiessen Road Signal and Widening

Project Length -- **Project Location** (Attach sketch map)

Project Description Widen Oatfield Road with curb & sidewalks to 48 ft. to accommodate (4) travel lanes and allow transit bus stops on the outside lanes at the intersection; also widen Thiessen Road to 28 ft. to accommodate (2) travel lanes at the intersection; Drainage modifications and installation of a multi-phase fully actuated traffic signal with pedestrian sequence.

Average Daily Traffic _____ **Design Speed** 35 MPH

North approach 10,240 ADT 8/76
South approach 8,920 ADT 8/76
East approach 5,630 ADT 3/77

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Thiessen 22 ft. / Oatfield 25ft. **Travel Lanes** Thiessen 2 / Oatfield 2 **Shoulders** Thiessen 4 ft. / Oatfield 6 ft. paved

Medians none **Parking** restricted

Sidewalks none

Remarks _____

2. Desired Roadway Cross Section: (Attach sketch)

Width Thiessen 28 ft. / Oatfield 48 ft. **Travel Lanes** Thiessen 3 / Oatfield 4 **Shoulders** none

Medians none **Parking** restricted

Curbed all approaches 250 ft. **Length Curb Radii** 25 ft. with mounting ramps

Sidewalk/Bikeway 5 ft. widewalk behind the curb with asphalt taper to bike path at ends

Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Oatfield 60 ft. / Thiessen 40 ft. Minimum _____ Maximum _____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks Widening can be accomplished within the existing right-of-way.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location Oatfield Road at Thiessen

Type fully actuated - solid state
Phases 2
Type of Suspension span wire
Interconnected no
Remarks Pedestrian Sequence

3. Permanent Signing:

Include in project or by applicant? in project

4. Permanent Striping:

Include in project or by applicant? in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

luminaire mounted on power pole

2. Proposed Illumination:

Location none
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location none
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location Retaining walls located where necessary to obtain desired roadway width.
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

I. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bernard L. Straight Traffic Engineer Office
2.	Environmental	Bernard L. Straight Traffic Engineer Office
3.	Public Hearing	Bernard L. Straight Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 42,000.00
Right-of-way costs (if participating)	
Traffic control	32,000.00
Illumination	
Structures	8,000.00
Railroad	
Other Contingency	8,000.00
Preliminary engineering	8,000.00
PROJECT TOTAL	$ 98,000.00

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie Subarea

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Clackamas COUNTY

By________ By Ralph Groener

By________ By

By Stan Skoko

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County
Request for: Off-System____, FAS-C____, FAUS____ Project e(4)
Federal Aid Route No. FAU 9665 Route Name Oatfield Road #21368 at Roethe Road #21070
Project Name Oatfield Road - Roethe Road Flashing Beacon
Project Length - Project Location (Attach sketch map)
Project Description Installation of a flashing traffic control beacon

Average Daily Traffic____ Design Speed 35 MPH
East Approach 654 ADT 5/78
West Approach 1,670 ADT 3/78
North Approach 9,203 ADT 5/78
South Approach 7,930 ADT 5/78

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Roethe 21 ft.
Oatfield 25 ft Travel Lanes Roethe 2, Oatfield 2 Shoulders Roethe 4ft., Oatfield 6ft paved bike-way
Medians None Parking Restricted
Sidewalks None
Remarks There is an existing paved bicycle path on both sides of Oatfield Road.

2. Desired Roadway Cross Section: (Attach sketch)

Width____ Travel Lanes____ Shoulders____
Medians____ Parking____
Curbed____ Length Curb Radii____
Sidewalk/Bikeway____
Remarks No change to existing roadways

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width Oatfield 60 ft, Roethe west 50 ft, Roethe east 40 ft Minimum____ Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks Installation can be accomplished within the existing right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location Oatfield Road at Roethe Road

Type flashing control beacon
Phases
Type of Suspension span wire
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? in project

4. **Permanent Striping:**

Include in project or by applicant? in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

luminaire mounted on power poles

2. **Proposed Illumination:**

Location none
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location N/A
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______
   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bernard L. Straight, Traffic Engineer
   Office
2. Environmental — Bernard L. Straight, Traffic Engineer
   Office
3. Public Hearing — Bernard L. Straight, Traffic Engineer
   Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	5,500.00
Structures	
Railroad	
Other Contingency	500.00
Preliminary engineering	500.00
PROJECT TOTAL	$ 6,500.00

Remarks This project is submitted as part of the total Transportation System Management Program within the Gladstone-Milwaukie subarea.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _________ and/or CLACKAMAS COUNTY

By_________ By Ralph Groener

By_________ By

By Stan Skoko

PROJECT REQUEST

Oatfield Road Improvements
Clackamas County

The widening projects on Oatfield Road at Hill Road and Courtney Avenue appear to be worthwhile projects.

The flashing beacon at Oatfield and Roethe Road is justified in an effort to increase driver awareness because of restricted sight distance for entering traffic on Roethe Road.

The "Minimum Vehicular Volume" warrant is met for the intersection of Oatfield and Thiessen Road. A copy of the warrant comparison sheet and traffic counts are attached.

js
ODOT
10/30/78

Tom Schwab
Transportation Analysis Engineer

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
OATFIELD ROAD @ THIESSEN ROAD - CLACKAMAS COUNTY
OCTOBER, 1978

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1069	984	971	770	728	723	712	643
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	260	258	319	223	196	242	219	184
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	NOT	STUDIED						

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
Minimum Vehicular Volume:		
Major Street	500	8
Minor Street	150	8
2. Interruption of Continuous Traffic:		
Major Street	750	4
Minor Street	75	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	—	—
Pedestrian Volume	—	

4. Accident Experience:
Preventable Accidents (last 12 months) NOT STUDIED
Minimum Warrant 5

5. Systems Warrant:
Entering Volume (Weekday peak hour) —
Minimum Warrant 800

Date of Traffic Count October 18-19, 1978

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: Thiessen Rd Station: ______ Direction: West

Year: 1978

Location: 50' East of Oatfield Rd

		Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Day of Week								
Date (Month & Day)					10-18	10-19		
Hour of Day:								
A.M.	12 - 1					33		
	1 - 2					19		
	2 - 3					11		
	3 - 4					4		
	4 - 5					7		
	5 - 6					20		
	6 - 7					94		
	7 - 8					196	5	
	8 - 9					197		
	9 - 10					150		
	10 - 11					185		
	11 - 12					243		
P.M.	12 - 1				217			
	1 - 2				189		8	
	2 - 3				219		7	
	3 - 4				242		6	
	4 - 5				258		2	
	5 - 6				260		1	
	6 - 7				319		3	
	7 - 8				223		4	
	8 - 9				132			
	9 - 10				122			
	10 - 11				67			
	11 - 12				41			
Automatic Recorder Total 24 Hours					3435			
Axle Correction Factor 1)								
24-Hour Adjusted Total								

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: Oatfield Rd   Station: ____________   Direction: North

Location: 50' south of Thiessen Rd   Year: 1978

		Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
		Date (Month & Day)				10-18	10-19		
		Hour of Day:							
A.M.		12 - 1					22		
		1 - 2					9		
		2 - 3					6		
		3 - 4					6		
		4 - 5					15		
		5 - 6					41		
		6 - 7					241		
		7 - 8					376		
		8 - 9					287		
		9 - 10					231		
		10 - 11					205		
		11 - 12				22[illegible]			
P.M.		12 - 1				[illegible]			
		1 - 2				225			
		2 - 3				21[illegible]			
		3 - 4				231			
		4 - 5				[illegible]			
		5 - 6				337			
		6 - 7				377			
		7 - 8				293			
		8 - 9				193			
		9 - 10				[illegible]			
		10 - 11				[illegible]			
		11 - 12				[illegible]			
Automatic Recorder Total 24 Hours						4225			
Axle Correction Factor 1)									
24-Hour Adjusted Total									

1) 1.00 - (0.5 x S&F Truck Percentage)

OREGON DEPARTMENT OF TRANSPORTATION
Metropolitan Section

AUTOMATIC RECORDER TRAFFIC DATA BY DAY AND HOUR

Street: Oatfield Rd Station: ______ Direction: South

Location: 50' North of Thiessen Rd Year: 1978

	Day of Week	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	~~Sat.~~ Wed & Thur COMBINED	
	Date (Month & Day)				10-18	10-19			
	Hour of Day:					54		82	
	12 - 1					23		32	
	1 - 2					21		27	
	2 - 3					11		17	
	3 - 4					13		27	
	4 - 5					43		84	
	5 - 6					149		363	
	6 - 7					352		728	5
	7 - 8								
A.M.									
						258		545	
	8 - 9								
						244		475	
	9 - 10					364		613	
	10 - 11					402		630	
	11 - 12				413			627	
	12 - 1				418			643	8
	1 - 2				497			712	7
	2 - 3				492			723	6
	3 - 4				700			984	2
	4 - 5								
					732			1069	1
	5 - 6								
P.M.									
					600			977	3
	6 - 7				487			770	4
	7 - 8				377			570	
	8 - 9				321			449	
	9 - 10				149			218	
	10 - 11				91			121	
	11 - 12								
	Automatic Recorder Total 24 Hours							11382	
	Axle Correction Factor 1)								
	24-Hour Adjusted Total								

1) 1.00 - (0.5 x S&F Truck Percentage)

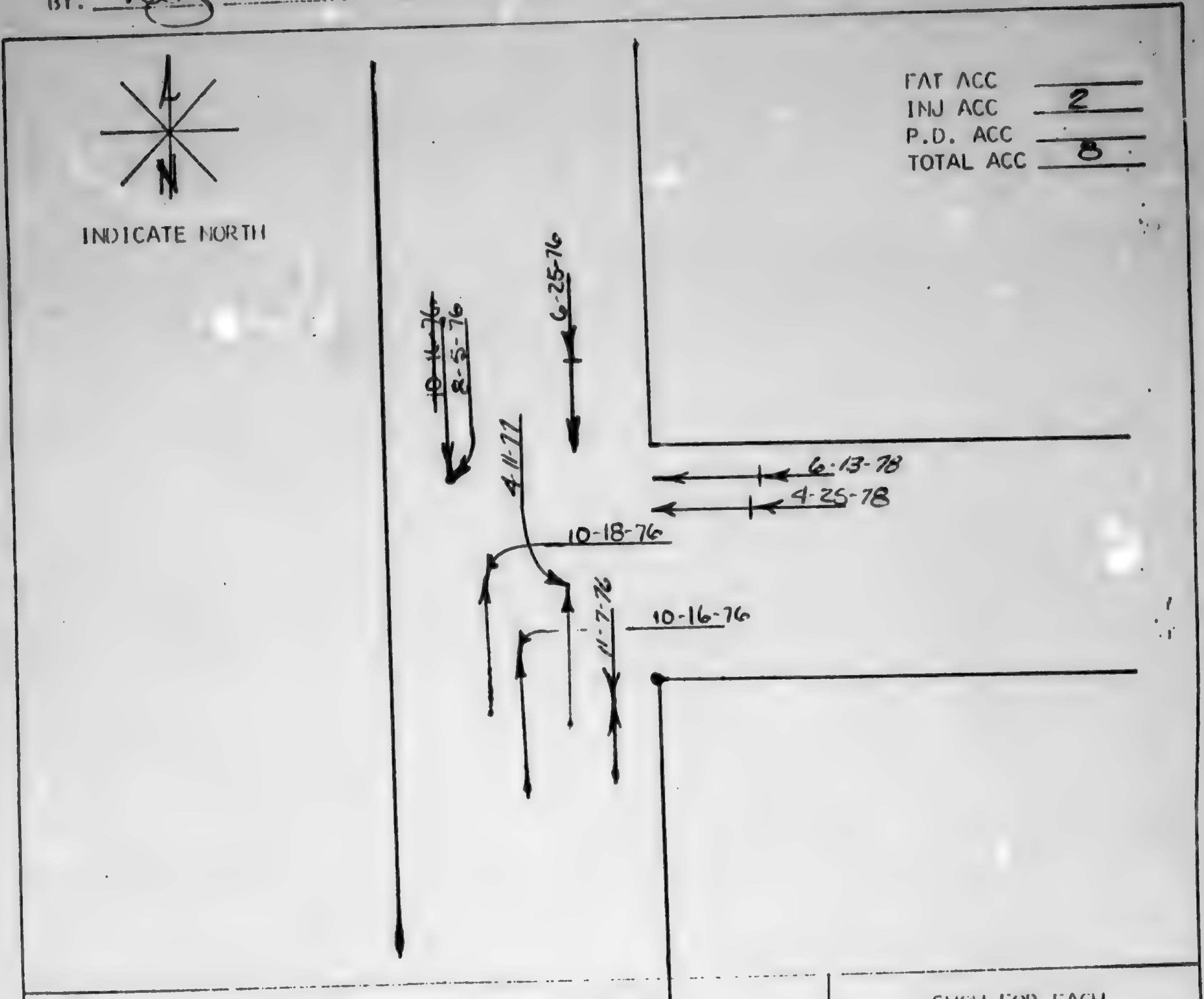
COLLISION DIAGRAM

NON-INTERSECTION

LOCATION: Oakfield Road DATE: August 22, 1978

N.E.S.W. OF: @ Thiessen Road TIME: ~~TO:~~ Jan. 76 to Aug. 78

BY: RS


N
INDICATE NORTH
6-25-76
10-16-76
8-5-76
4-11-77
6-13-78
4-25-78
10-18-76
11-7-76
10-16-76

FAT ACC ____
INJ ACC 2
P.D. ACC ____
TOTAL ACC 8

SYMBOLS FOR TYPES OF COLLISIONS

MOVING VEHICLE
BACKING VEHICLE
NON-INVOLVED VEHICLE
PEDESTRIAN
PARKED VEHICLE
☐ FIXED OBJECT
● FATAL ACCIDENT
○ INJURY ACCIDENT

REAR END
HEAD ON
SIDE SWIPE
OUT OF CONTROL
LEFT TURN
RIGHT ANGLE

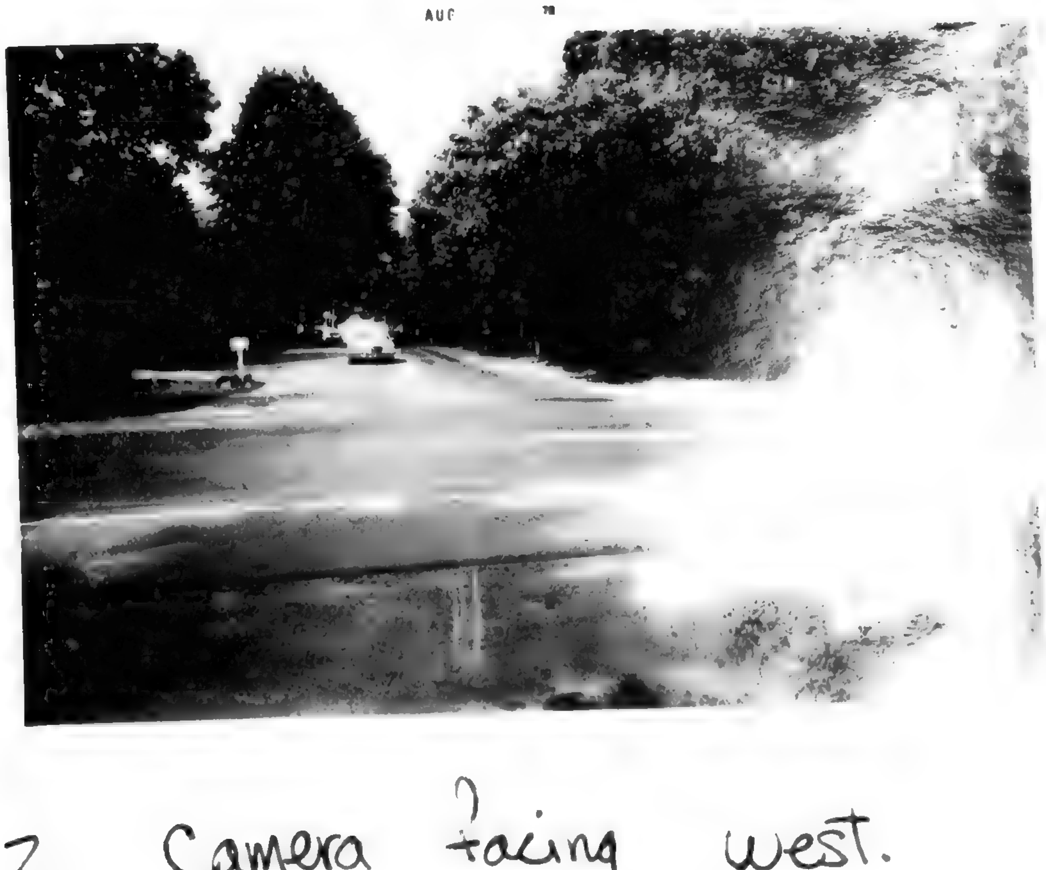
SHOW FOR EACH ACCIDENT

1. DAY OF WEEK, DATE, AND TIME.
2. WEATHER AND ROAD SURFACE CONDITION
3. DAYLIGHT OR DARKNESS

Oa[illegible]field Road @ Ca[illegible]ney Ave.

September 1, 1978

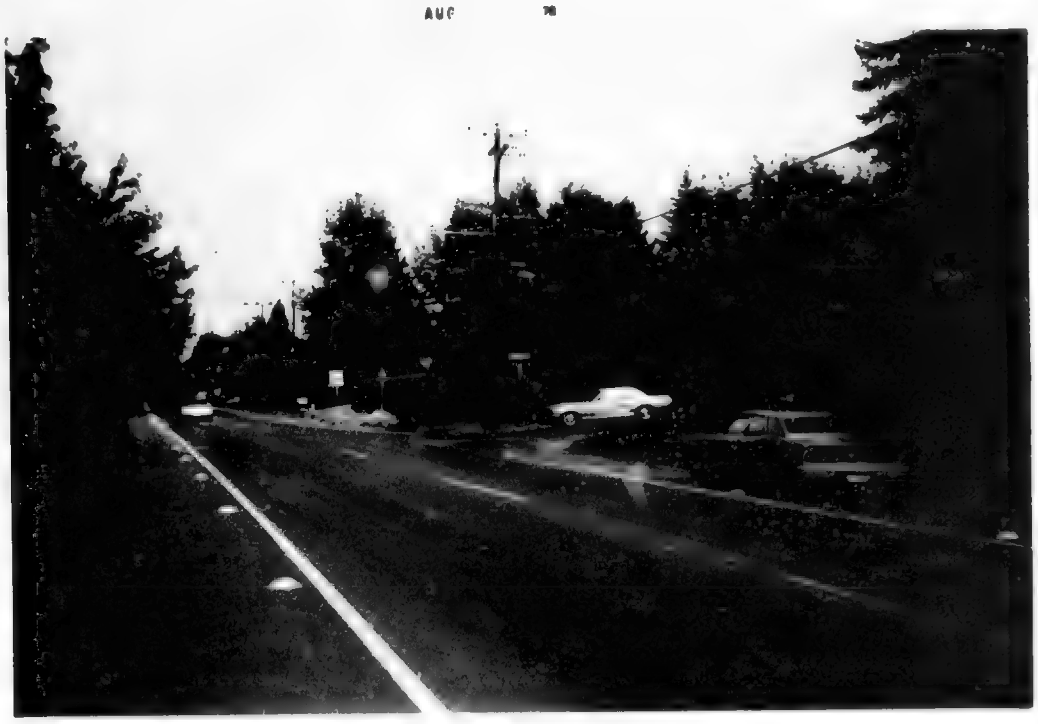
1. Camera facing north.



2. Camera facing west.

Oatfield Rd. @ Thiessen Rd.

September 1, 1978.



1. Camera facing north.

2. Camera facing east.

Form 734-3106

Job No. ....
Sheet 1. of 3. Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Estimate Check for Oatfield Rd. Improvements
Made by Mershon 11-6, 1978 Checked by ...., 19...... Backchecked by ...., 19......

Courtney Ave. Intersection:

Roadway Work:

Oatfield Rd.: Widening: 12' × 300' × $1.00/ft.^{2} = 3,600.
Sidewalk: 200' × 8.25/ft. = 1,650.
Curb : 200' × 5.00 / ft. = 1,000.

Courtney Ave.: Widening = 20' × 100' × $1.00 = 2,000.
Sidewalk = 200' × 8.25 = 1,650.
Curb = 200' × 5.00 = 1,000.
Overlay = 100' × 22' × 0.50 = 2,200.

Total = $13,100.
(-3,000 below estimate)

Hill Road Intersection:

Roadway Work: Quanities approx. the same as Courtney Ave. Intersection (see above). ≈ $13,000.
(-3,000)

Form 734-3106

Job No. ....

Sheet 2 of 3 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Thiessen Road Intersection:

Roadway Work:

Widen Oatfield Rd = (48'-37')(540')($1.00/ft.²) = $5,940

Widen Thiessen = (28'-22')(250')($1.00/ft.²) = 1,500

Curb & Sidewalk on Thiessen = (2)(250')($13.25/ft.) = 6,625

Curb & Sidewalk on Oatfield = (1040')($13.25/ft.) = 13,780

Total = $27,845

(-15,000)

Note: This does not include anything for drainage.

Traffic Control: 2 phase signal = $35,000

(+3,000 above estimate).

Structures: Two 100' retaining walls on Thiessen Rd.

Assume a 4' average height.

Cost = 2(100')[(0.25 yd.³ conc./ft.)($200/yd.³) + (14# steel)($0.80/#)]

= 200 ($50 + $11.20) = 200 ($61.20)

= $12,240 (+ 4,000)

(above estimate)

Form 734-3106

Job No. ....

Sheet 3 of 3 Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for ....

Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

Roetke Road Intersection:

Flashing Beacon → $ 6,000

(+500 above estimate)

1981 Willow Ck. Br. Sec. of Willow Ck. Rd. (Grading, Surfacing and Structures) 9398

C&A 7384 10/21/80

9398

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/28/84

COUNTY: MALHEUR AGREEMENT NO: 7384 PROJECT NO: RS-B500(3)

CONTRACT NO: 9398 SECTION: Willow Cr. Br. Section (Willow Cr Rd.)

PRELIMINARY ENGINEERING: Prefix No. 523-1991

	PARTICIPATING	NON PARTICIPATING
Resident Engineer	$ 26,535.12	$ 73.71
Final Design	3,049.43	
Right of Way Descriptions	7.20	
Region Geology	161.45	
Landscape Department	11.86	
Region Utilities Liaison	293.51	
Location	6,766.92	
Project Management	102.01	
Specifications (No Cost to County)	970.72	
Environmental	131.73	
Structural Foundation	10,309.30	21.29
Free Bridge Design (No Cost to County)	8,743.80	
Training Course	284.34	
	$ 57,367.39	$ 95.00
Less Free Bridge Design & Specs.	(9,714.52)	
TOTAL COUNTY PE COST	$ 47,652.87	$ 95.00

CONSTRUCTION: Prefix No. 523-1080

Payment to Contractor	$262,840.01	$
Interest on Final Payment		182.26
Resident Engineering Charges	22,998.25	266.26
Project Management	142.38	
Materials Testing Lab	3,699.89	
Technical Services	870.26	
Construction Branch	385.26	
Region 5 Office Charges	168.79	
TOTAL CONSTRUCTION COST	$291,104.84	$448.52

SUMMARY:

Total Participating PE Cost		$ 47,652.87
Total Participating Const. Cost		291,104.84
		$338,757.71
LESS FEDERAL FUNDS:		
PE 88.18%	$ 42,020.30	
Const. 88.18%	256,696.25	$(298,716.55)
		$ 40,041.16
LESS STATE SHARE:		(20,020.58)
Plus Non Participating County Cost		543.52
TOTAL COUNTY SHARE		$ 20,564.10

LESS ADVANCE DEPOSITS:

P.E. 9-16-80	$ 3,000.00	
Const. 11-10-81	19,100.00	(22,100.00)
TOTAL REFUND DUE COUNTY		$ 1,535.90

MKS:pf

9398

523-1080

2-23-84

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-B500(3)

PROGRAM APPROVED

VOUCHER PERIOD From: 9-25-81 To: 1-6-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
291,553.36	291,104.84	.8818	256,696.25	256,696.25	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

______________________ *State Highway Agency*

By ______________________ *Authorized Officer* *Date* 2/23/84
Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Willow Creek Bridges Section County Road (Willow Creek Road) Malheur County					
	Construction Type Code X080 Construction (Sta. 14+00 to Sta. 44+21) Final Contract Payment Summary		Lump Sum		$262,840.01	
	Construction Engineering State		All Required		28,264.83	
	Total Participating Project Cost				$291,104.84	
	Non Participating Project Cost					
	Interest on Final Payments		All Required		182.26	
	Construction Engineering		All Required		266.26	
	Total Non Participating Project Cost				448.52	
	Total Project Cost				$291,553.36	
	Prepared based on Participating cost as shown on the Federal Billing as of 3-1-84					
	AMOUNT CARRIED FORWARD					

801
BILLING NUMBER 34

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/15/84

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
522-1096 1# RRS -A465-001 APPR-138	54,137.37	60,152.63	60,152.63	90.00	54,137.37	54,137.37		
523-1080 1* RS -B500-003 APPR-075	256,696.25	291,553.36	291,104.84	88.18	256,696.25	256,696.25		
523-1082 1# BHS -B487-001 APPR-114	55,645.72	70,947.35	69,557.15	80.00	55,645.72	55,645.72		
523-1084 1 BHS -B460-001 APPR-118	4,283.00	5,670.51	5,429.20	80.00	4,343.36	4,283.00	60.36 B	
524-1037 1# RS -A599-001 APPR-075	509,907.79	578,797.10	578,257.87	88.18	509,907.79	509,907.79		
524-1068 1 RS -A590-003 APPR-075	368,264.00	418,929.60	418,634.02	88.18	369,151.48	368,264.00	887.48 B	
-1083 1# PMS -000S-115 APPR-140	3,673.73	3,673.73	3,673.73	100.00	3,673.73	3,673.73		
524-1091 1 RS -A599-003 APPR-075	273,568.00	252,325.62	252,325.62	88.15	222,425.03	222,425.03		
525-1073 1 RS -B564-003 APPR-075	355,000.00	422,454.09	422,454.09	81.60	344,722.54	344,646.73		75.81
526-1042 1 RS -A662-001 APPR-075	438,254.00	482,038.94	483,585.57	88.18	426,425.76	426,425.76		
526-1055 1 XI0 -000C-024 APPR-580	436,842.00	428,405.04	428,405.04	85.00	364,144.28	364,144.28		
526-1067 1 SR -A662-003 APPR-079	323,390.00	2,290.15	2,337.06	88.15	2,060.12	2,023.70		36.42
8 BWRS-A662-003 APPR-861	104,086.00	315.10	315.10	100.00	315.10	315.10		
526-1067 PREFIX TOTALS	427,476.00	2,605.25	2,652.16		2,375.22	2,338.80		36.42
527-1006 1 RS -A559-002 APPR-075	49,827.00	53,463.13	53,389.23	88.18	47,078.62	47,078.62		
527-1007 1 RRS -A557-002 APPR-138	57,308.00	66,943.22	66,943.22	90.00	60,248.90	57,308.00	2,940.90 B	
527-1011 1 RS -A549-002 APPR-075	143,930.00	147,272.64	147,272.64	88.15	129,820.83	129,711.59		109.24
527-1099 1# RS -A515-001 APPR-075	181,712.65	206,172.03	206,140.27	88.15	181,712.65	181,712.65		
5 1057 1# RS -B443-001 APPR-075	92,161.94	104,589.31	104,515.69	88.18	92,161.94	92,161.94		
8 0000-0000-000 APPR 000								
528-1057 PREFIX TOTALS	92,161.94	104,589.31	104,515.69		92,161.94	92,161.94		
528-1058 1 RS -B440-001 APPR-075	61,086.00	62,089.22	62,022.41	88.15	54,672.75	54,672.75		
529-1006 1# RS -A727-002 APPR-075	437,164.37	496,515.47	495,932.35	88.15	437,164.37	437,164.37		
529-1014 1L BRS -A722-002 APPR-114	328,630.00	296,317.68	296,233.01	80.00	236,986.41	296,224.07	59,246.60 L	8.94
530-1075 1 RS -B571-002 APPR-075	566,924.00	604,371.77	604,281.64	88.18	532,855.55	532,855.55		

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
WILLOW CREEK BRIDGES	CONT NO 9398 * FA PROJ NOS RS B500003 100							STATE	
	523	1080	201	00 P 1			262,840.01	82	83
	523	1080	206	00 N 1			182.26	83	83
	523	1080	296	00 N 9		351.07CR	275,796.25CR	82	84
	523	1080	297	00 N 9			19,100.00	82	83
	523	1080	298	00 N 9		351.07	256,696.25	82	84
	523	1080	900	00 P 1			22,215.80 +782.45	81	83
	523	1080	900	00 N 1			266.26	82	83
	523	1080	920	00 P 1			142.38	81	82
	523	1080	940	00 P 1		38.11	1,649.86	82	83
	523	1080	941	00 P 1			5.21 3649.89	82	84
	523	1080	942	00 P 1			2,044.82	82	83
	523	1080	944	00 P 1			870.26	81	83
	523	1080	945	00 P 1			385.26	82	83
	523	1080	946	00 P 1			168.79	82	83
	523	1080	948	00 P 1			782.45	82	82
			TOT	P1		38.11	291,104.84		
			TOT	N1			448.52		
	** JOB TOTALS **				**	38.11 **	291,553.36 **		
MALHEUR R(LYTLE BLVD)BR	CONT NO 9543 * FA PROJ NOS BHS B487001 100							STATE	
	523	1082	201	00 P 1			60,484.48	83	83
	523	1082	206	00 N 1		23.65	23.65	83	83
	523	1082	296	00 N 9		6,645.72CR	66,745.72CR	82	84
	523	1082	297	00 N 9			11,100.00	82	82
	523	1082	298	00 N 9		6,645.72	55,645.72	82	84
	523	1082	900	00 P 1		938.21CR	8,679.52	82	84
	523	1082	900	00 N 1		950.39	1,049.86	82	84
	523	1082	920	00 P 1			38.15	82	83
	523	1082	940	00 P 1			30.00	83	83
	523	1082	944	00 P 1		17.42	150.44	82	83
	523	1082	945	00 P 1			174.56	82	83
	523	1082	948	00 N 1		316.69	316.69	84	84
			TOT	P1		920.79CR	69,557.15		
			TOT	N1		1,290.73	1,390.20		
	** JOB TOTALS **				**	369.94 **	70,947.35 **		
JORDAN CREEK BRIDGE	CONT NO 9614 = FA PROJ NOS BHS B460001 100							STATE	
	523	1084	201	00 P 1		1,344.35	4,676.00	83	83
	523	1084	204	00 P 1		166.58		83	84
	523	1084	206	00 N 1		9.70	9.70	84	84
	523	1084	296	00 N 9		4,174.98CR	4,283.00CR	83	83
	523	1084	298	00 N 9		4,174.98	4,283.00	83	83
	523	1084	900	00 P 1		379.10	569.52	83	84
	523	1084	900	00 N 1		222.72	231.61	83	84
	523	1084	920	00 P 1			36.41	83	[illegible]

9398

January 5, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9398

Gentlemen or Ladies:

On December 30, 1982, we wrote to you concerning release of final payment on Contract No. 9398 awarded to A & R Construction, Inc. dba Laco Construction Co., for work on the Willow Creek Bridges on FAS B500 in Malheur County.

Final payment on this contract is $2,272.50 and the total contract amount is $262,840.01. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: A & R Construction, Inc. dba
Laco Construction Co.
P. O. Box 881
Lewiston, ID 83501

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

bc: C. T. Keasey
Walt Hart
Robert HECTOR

9398 1-3-83 file B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9308	W. Fork Dairy Cr.-Tillamook Jct. Washington County	December 3, 1982
Nelson-Deppe, Inc. No. 9302	Austin Jct. Project Grant County	December 3, 1982
Ontario Asphalt Paving Co. No. 9265	Central Ore. Hwy. @ Succor Cr. Hwy. (Nyssa) Malheur County	December 7, 1982
Ajax Elec. Co., Inc. No. 9409	Pac. Hwy. W. @ SW 78th Ave. (Tigard) Washington County	December 7, 1982
Eucon Corp. of Idaho No. 9434	Juniper Canyon Rd.-Lexington/Echo Hwy. Morrow County	December 8, 1982
Hamilton Electric, Inc. No. 9336	Center St. @ Lancaster Dr. (Salem) & Lancaster Dr. @ Market St. (Salem) Marion County	December 8, 1982
Bracelin-Yeager Excavating No. 9261	Powers Wayside Coos County	December 8, 1982
JAL Construction, Inc. No. 9479	Ochoco Cr.-Barnes Butte Rd. Crook County	December 10, 1982
Suomi Enterprises, Inc. No. 9425	Baldock Safety Rest Area Clackamas County	December 17, 1982
Select Contractors, Inc. No. 9473	Region 3 (6 cities Pavement Marking Project) Douglas & Jackson Counties	December 17, 1982
Howard Logsdon Logging No. 9478	Ukiah Rock Production Umatilla County	December 17, 1982

Contractor and Contract No.	Section and County	Acceptance Date
R.J. Taggard Const., Inc. No. 9471	Canyonville Rock Production Douglas County	December 17, 1982
Kniestadt & Sons No. 9433	Blackhorse Cr. (Lexington) Br. Morrow County	December 20, 1982
R. A. Hatch Co. No. 9355	NE 112th Ave.-NE 148th Ave. Multnomah County	December 20, 1982
Swanston Equipment Co. No. 9426	Col. Co. Pavement Marking #2 Columbia County	December 22, 1982
Angell Asphalt & Aggregate, Inc. No. 9370	Reedsport-Dean Creek Douglas County	December 22, 1982
Select Contractors, Inc. No. 9428	Marion Co. Pavement Marking #2 Marion County	December 22, 1982
Eugene Sand & Gravel,Inc. No. 9475	Poterf Cr.-Poodle Cr. Lane County	December 22, 1982
Bayview Transit Mix,Inc. No. 9494	19th St.-Astor Column (Astoria) Clatsop County	December 23, 1982
Morse Bros., Inc. No. 9411	SPRR X'ing.-Lebanon Ditch Linn County	December 23, 1982
H2O Blasters, Inc./H2O Contractors, Inc. No. 9463	Willamette River (Oregon City Arch) Bridge Clackamas County	December 28, 1982
A & R Const., Inc. dba Laco Const. Co. No. 9398	Willow Creek Bridges Malheur County	December 28, 1982
Hyland Bros. Const., Inc. No. 9417	Springfield Downtown Transit Station Lane County	December 29, 1982
Hamilton Electric, Inc. No. 9129	Division St. NE-Trade St. SE (Salem) Marion County	December 29, 1982
Halcyon Painting No. 9496	SPRR O'Xing (Albany) Linn County	December 29, 1982

Contractor and Contract No.	Section and County	Acceptance Date
Douglas S. Coats, Inc. No. 9325	NW 2nd St.-Old Oregon Trail Hwy. Malheur County	December 30, 1982
Sims Electric, Inc. No. 9408	E. 1st St. @ E. Revere St. (Bend) Deschutes County	December 30, 1982

January 3, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

cc: OSHD (Mr Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9398

9398

REGION NO. 10	REPORT NO. 12-8-83	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT December 8, 1983	REPORT MADE BY C. T. Keasey, Construction Engineer		PROJECT NO. RS-B500(3)
COMPLETION DATE 9-13-82 September 13, ~~1872~~ 1982	ACCEPTANCE DATE BY CONTRACT AGENCY December 28, 1982	TIME ELAPSED 98.5 %	CONTRACT TIME 197 CWD
APPROVED EXTENSIONS	LOCATION Willow Creek Bridges Section of FAS Route B500.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
JAN 9 '84
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

1. Description of Improvement as Programed:
   1. Construct roadway subgrade and aggregate surfacing.
   2. Construct Bridge No.'s 16515, 16516, 16517 and 16518 over Willow Creek. Roadway Width is 23.5 feet. Length: 67 feet, 48 feet, 57 feet & 27 feet respectively.
   3. Additional and incidental work.

NOTED
W. E. SCHWARTZ

2. Contractor's Name: A & R Construction, Inc.

3. Contract Amount: $272,350.50

4. CERTIFICATION: I certify that the above listed project was completed as programed, and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) Keasey

Title Constr. Engr.

NOTE: A final inspection by FHWA was made on September 1, 1982.
---DBC

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer Glenn K. Hossner	
TITLE Area Engineer	DATE 12-8-83	TITLE Field Operations Engr	DATE 1/6/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9 398 P

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willow Creek Bridges

WEEK ENDING: November 13, 1982

SECTION PREFIX: 523-1080

HIGHWAY: FAS-B500 (Willow Cr. Rd.)

COUNTY: Malheur

NAME OF JOB:

KIND OF WORK: Structure

CONTRACTOR: A & R Const., dba LACO Construction

CONTRACT NUMBER: 9398

FEDERAL AID PROJECT NUMBER: RS-B500(3)

DATE OF CONTRACT: November 18, 1981

DATE WORK STARTED: March 22, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200 CWD

WORK DAYS USED:

CALENDAR DAYS USED: 196 CD

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98%

PROJECT AUTHORIZATION: $ 309,798.32

EXCLUSIVE OF ENGINEERING: $ 285,233.27

ENGINEERING AUTHORIZATION: $ 24,565.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 265,374.

ENGINEERING COST TO DATE: $ 25,256.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 7 %

PERCENT OF AUTHORIZATION . . . . 103 %

DATE PROJECT WAS COMPLETED: September 13, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,135 cy	850 cy			
TOTAL QUANTITIES CORRECTED TO DATE	2,828 cy	542 cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,828 cy	542 cy			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16515	16516	16517	16518				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7		0		
MONDAY 8		0		
TUESDAY 9		0		
WEDNESDAY 10		0		
THURSDAY 11		0		
FRIDAY 12		0		
SATURDAY 13		0		

RECEIVED
NOV 15 1982
CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 07	No Activity
MONDAY 08	No Activity
TUESDAY 09	No Activity
WEDNESDAY 10	No Activity
THURSDAY 11	No Activity
FRIDAY 12	No Activity
SATURDAY 13	No Activity

REMARKS

Working on Semifinal all week.

SIGNED Michael J
P.F. Burnett, Project Manager
LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9398

10-1-82

Willow Creek Bridges Section
Contract 9398
Prefix 523-1080-900
Highway FAS-B500
F.A.P. RS-B500(3)
Malheur County

NARRATIVE REPORT

The purpose of this project was to replace four dilapidated bridges crossing Willow Creek on the County Road between Brogan and Ironside. These bridges were replaced with prestressed concrete slab structures under a contract awarded to A & R Construction from Lewiston, Idaho.

The roadwork was performed without any major problems although payment for the detour at Brogan Canyon Bridge was revised. A price agreement was written at the beginning of the project to establish a lump sum payment to construct, maintain and remove the detour. We figure we saved about $600.00 primarily in engineering costs associated with staking, remeasure and computation of the small quantity of material involved. Traffic control on the project presented no problems.

The structure work also went well with no problems or unusual situations encountered.

One item that should be changed is the specifications for fencing on projects like this. This project called for standard posts, wire and appurtenances. The bid quantity was 710 lin. ft. and the contractor was unable to purchase the specification material locally. What I would propose doing on future jobs where fencing quantities are not significant would be to specify replacement of fence that is disturbed in kind, or use materials that are acceptable at a local level, i.e. material that could be purchased at local farm coop or ranch supply store.

The project turned out very good with high quality workmanship and a slight underrun in both time and total cost.

P.F. Burnett
P.F. Burnett
Project Manager

PFB:csh

1 Versteeg ✓
Anderson
2 Adams
Olson
Cy Sullivan
1 Turpin
Trout
Wakerlig

RECEIVED
DEC 01 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring In
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	Willow Creek Bridges Section	Contract No.:	9398
Highway:	FAS-B500 (Willow Creek Road)	Prefix:	523-1080
County:	Malheur	F.A.P. No.	RS-B500(3)

Item No.	Item	Unit	Original	Semifinal	±%
		SUMMARY			
	Bid Items	$	272,350.50	256,537.51	-6%
	Anticipated Items	$	600.00	0	-100%
	Contingencies	$	12,282.77	8,030.00	-35%
	Engineering	$	24,565.55	26,000.00	+6%
	Liquidated Damages	$	0	0	0
	TOTAL	$	310,798.82	290,567.51	-7%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

B.I. No. 7	Flagmen	$	2,250.00	0	-100%

Item wasn't used because the volume of traffic at the job site was very light making flagging unnecessary.

B.I. No. 10	Embankment In Place	$	12,837.50	7,144.00	-45%

Item was overestimated.

B.I. No. 12	3/4"-0 Aggregate Base	$	13,600.00	8,670.40	-36%

Item was overestimated.

B.I. No. 17	Type 1 - Fence	$	1,597.50	425.25	-73%

Only a small quantity was needed and ranchers around the area suggested not to install the rest of the fence.

P.A. 30301	Remove Rockpoint	$	0	6,700.00	+100%

The purpose of this Price Agreement is to remove a rock point which restricted roadway width and sight distance when approaching the newly constructed Twin Bridge from the Northeast.

P. F. Burnett
P.F. Burnett
Project Manager

1 Versteeg ✓
Anderson
2 Adams
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cy Sullivan
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RECEIVED
DEC 01 1982
ROAD DESIGN SECTION

Do Not File
Return To
Action

9398

file

A & R CONSTRUCTION, INC. (208) 746-3394

2041 FIRST AVENUE NORTH P. O. BOX 881 LEWISTON, IDAHO 83501

March 30, 1982

~~#~~ 9398

State of Oregon
Dept. of Transportation
121 Trnasportation Building
Salem, OR 97310

Re: Willow Creek Bridges - Malheur County

Dear Sir:

Enclosed please find copies of our invoices from Morse Bros. Prestress, Inc. which are being submitted to you for approval of payment for our materials on hand for the Willow Creek Bridges project.

Thank you.

Very truly yours,

A & R CONSTRUCTION, INC.

Dirk Connerley,
Vice President

DC:jl
cc
Enclosures

4-2-82
original to
P. F. Burnett, Res. Engr
for handling -
Fran

MORSE BROS.
PRESTRESS, INC.

March 26, 1982

A & R Const.
P.O. Box 881
Lewiston, ID 83501

Re: Willow Creek Bridges - Malheur County

Gentlemen:

In accordance with Section 109.10(b) of the Standard Specifications for Highway Construction, partial payment is allowed on concrete members acceptably stored in our plant.

We are attaching a written permit from MORSE BROS. PRESTRESS, INC., giving the State the right to enter upon and remove the members therefrom.

In order to expedite future billings, please forward copies of this letter and written permit to your Resident Engineer.

Very truly yours,

Richard R. Imper

MORSE BROS. PRESTRESS, INC.
Richard R. Imper
General Manager

RRI:vjb

Enc.

A PCI Certified Plant

P.O. Box 181, Harrisburg, Oregon 97446 ■ (503) 995-6327

MORSE BROS.

A PCI Certified Plant

Please remit to P.O. Box 7, Lebanon, Oregon 97355

Sold To: [illegible] Const.
[illegible]
[illegible]

Invoice Number: [illegible]
Invoice Date: [illegible]
Your Order No.
Our Job Number: [illegible]

Name of Job: [illegible]

Quantity	Description	Amount
6	15" slabs	7,620.00
	[illegible] Harri[illegible] Plant	
	[illegible] 30 days	

[illegible]

MORSE BROS.

A PCI Certified Plant

Please remit to P.O. Box 7, Lebanon, Oregon 97355

Sold To: [illegible]

Invoice Number: [illegible]

Invoice Date: [illegible]

Your Order No.

Our Job Number:

Name of Job: [illegible]

Quantity	Description	Amount
6	18¼ [illegible] [illegible] [illegible]	12,720.00

[illegible]

P.O. Box 181, Harrisburg, Oregon 97446 (503) 995-6327

MORSE BROS.

A PCI Certified Plant

Please remit to P.O. Box 7, Lebanon, Oregon 97355

Sold To: [illegible]
[illegible]
[illegible]

Invoice Number: [illegible]

Invoice Date: [illegible]

Your Order No.

Our Job Number:

Name of Job: [illegible]

Quantity	Description	Amount
6	26" Slabs	21,300.00
	[illegible]	
	[illegible]	

[illegible]

MEMORANDUM 9398

523-1991

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-15-82

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg.-Salem, OR 97310

STATE

PROGRAM APPROVAL Oregon

FEDERAL AID PROJECT NO. RS-500(2)

VOUCHER NO. RS-500(2) 3

From: 9/16/80 To: 9/24/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$57,433.59	$57,367.39	88.18%	$50,586.56	$50,586.56	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		1/15/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Willow Creek Bridges Section County Road in Malheur County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$57,367.39	
	Total Participating Preliminary Engineering				$57,367.39	
	NonParticiating Cost					
	State (P.E.)	All Required			66.20	
	Total Project Cost				$57,433.59	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/21/82					
	AMOUNT CARRIED FORWARD					

```
                                                                  FEBRUARY 1982        PAGE  681
TOTAL TO DATE JOB COST SUMMARY
                                                                       FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                                                                                  372.82
                                  523   1989      906      00 P 1                                221.83
                                  523   1989      910      00 P 1                                 57.90
                                  523   1989      911      00 P 1                                124.05
                                  523   1989      920      00 P 1                                695.48
                                  523   1989      921      00 P 1                                 22.26
                                  523   1989      922      00 P 1                                204.69
                                  523   1989      923      00 P 1                              2,106.19
                                                  TOT      P1
                                            ** JOB TOTALS **           **             **       2,106.19  **

                                                                                                          STATE
  WILLOW CR BRIDGES              CONT NO      * FA PROJ NOS RS  500002 100       16,253.40CR    50,586.56CR
                                  523   1991      296      00 N 9                 16,253.40      50,586.56
                                  523   1991      298      00 N 9                  8,260.87      26,535.12
                                  523   1991      901      00 P 1                     36.32          73.71
                                  523   1991      901      00 N 1                  2,247.43       3,049.43
                                  523   1991      905      00 P 1                     24.00          32.10
                                  523   1991      906      00 P 1                                     7.20
                                  523   1991      909      00 P 1                    161.45         161.45
                                  523   1991      910      00 P 1                     11.86          11.86
                                  523   1991      912      00 P 1                    143.71         293.51
                                  523   1991      914      00 P 1                                 6,766.92
                                  523   1991      918      00 P 1                     87.37         102.01
                                  523   1991      920      00 P 1                    970.72         970.72
                                  523   1991      921      00 P 1                     78.34         131.73
                                  523   1991      923      00 P 1                    142.74      10,309.30
                                  523   1991      926      00 P 1                                    21.29
                                  523   1991      926      00 N 1                  4,441.70       8,711.70
                                  523   1991      927      00 P 1                    284.34         284.34
                                  523   1991      950      00 P 1                 16,854.53      57,367.39
                                                  TOT      P1                         36.32          95.00
                                                  TOT      N1
                                            ** JOB TOTALS **           **     16,890.85  **    57,462.39  **

                                                                                                          STATE
  SPRR XING@HOWELL PRAIRIE RD    CONT NO      * FA PROJ NOS RRS 576001 100          43.75CR        432.46CR
                                  524   1906      296      00 N 9                                   393.71
                                  524   1906      298      00 N 9                     43.75          43.75
                                  524   1906      299      00 N 9                                   357.71
                                  524   1906      901      00 P 1                                    71.83
                                  524   1906      905      00 P 1                                     7.92
                                  524   1906      918      00 P 1                                   437.46
                                                  TOT      P1
                                            ** JOB TOTALS **           **             **         437.46  **

                                                                                                          STATE
  ABIQUA CRBRSILVTN-MTANGELHWY   CONT NO      * FA PROJ NOS RS  590001 100        4,180.99CR     32,420.00CR
                                  524   1953      296      00 N 9                                 1,585.00
                                  524   1953      297      00 N 9
```

To 42 CALL DIANE

T[illegible] 5
906-950
CALL DIANE

9398

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-120	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 12/2/81	State Oregon County Malheur Project RS-B500(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willow Creek Bridges

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-17-81	0.038
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 309,800.00	$ 273,180.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 8 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction [illegible] the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon November 30, 1981

Federal Aid Project
No. RS-B500(3)

Willow Creek Bridges Section
County Road (Willow Creek Road)
Malheur County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Construction (Sta. 14+00 to Sta. 44+21)

Mobilization		All Required	$ 14,000.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	272 Sq. Ft.	6.50	1,768.00
Temporary Barricades	6 Each	100.00	600.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	1,175 Lin. Ft.	7.50	8,812.50
Temporary Delineators	11 Each	20.00	220.00
Flagmen	150 Hour	15.00	2,250.00
Clearing and Grubbing		All Required	850.00
Removal of Structures and Obstructions		All Required	200.00
Embankment in Place	5,135 Cu. Yd.	2.50	12,837.50
Toe Trench Excavation	42 Cu. Yd.	12.00	504.00
3/4"-0 Aggregate Base	850 Cu. Yd.	16.00	13,600.00
Guard Rail, Type 2A	388 Lin. Ft.	21.00	8,148.00
Guard Rail, Type 3	375 Lin. Ft.	34.00	12,750.00
Guard Rail Anchors Type 1	15 Each	300.00	4,500.00
Rail End Pieces, Type C	16 Each	95.00	1,520.00
Type 1 Fence	710 Lin. Ft.	2.25	1,597.50
Loose Riprap Class 50	105 Cu. Yd.	12.00	1,260.00
Loose Riprap Class 100	190 Cu. Yd.	15.00	2,850.00
Loose Riprap Class 2000	150 Cu. Yd.	15.00	2,250.00
Filter Blanket	31 Cu. Yd.	15.00	465.00
			$ 91,482.50

Bridge No. 16515 (Sta. 15+68 to Sta. 16+35)

Bridge Removal Work		All Required	$ 1,000.00
Structure Excavation	45 Cu. Yd.	10.00	450.00

Furnish Pile Driving Equipment		All Required	760.00
Furnish HP 10x42 Steel Piling	270 Lin. Ft.	14.50	3,915.00
Drive Steel Piles	270 Lin. Ft.	8.00	2,160.00
Pile Caps		All Required	2,800.00
4'x65'/70' Prestressed Slabs	6 Each	5,630.00	33,780.00
Metal Rail with Tubing	150 Lin. Ft.	37.00	5,550.00
			$ 50,415.00

Bridge No. 16516 (Sta. 23+39 to Sta. 23+87)

Bridge Removal Work		All Required	$ 1,300.00
Structure Excavation	45 Cu. Yd.	10.00	450.00
Furnish Pile Driving Equipment		All Required	760.00
Furnish HP 10x42 Steel Piling	270 Lin. Ft.	14.50	3,915.00
Drive Steel Piles	270 Lin. Ft.	8.00	2,160.00
Pile Caps		All Required	2,800.00
4'x65'/70' Prestressed Slabs	6 Each	5,630.00	33,780.00
Metal Rail with Tubing	150 Lin. Ft.	37.00	5,550.00
			$ 50,415.00

Bridge No. 16516 (Sta. 23+39 to Sta. 23+87)

Bridge Removal Work		All Required	$ 1,300.00
Structure Excavation	40 Cu. Y[illegible]	10.00	400.00
Furnish Pile Driving Equipment		All Required	760.00
Furnish HP 10x42 Steel Piling	264 Lin. Ft.	14.50	3,828.00
Drive Steel Piles	264 Lin. Ft.	8.00	2,112.00
Pile Caps		All Required	2,455.00
4'x45'/50' Prestressed Slabs	6 Each	3,858.00	23,148.00
Metal Rail with Tubing	113 Lin. Ft.	37.00	4,181.00
			$ 38,184.00

Bridge No. 16517 (Sta. 33+93 to Sta. 34+50)

Bridge Removal Work		All Required	$ 1,300.00

Structure Excavation	40 Cu. Yd.	10.00	400.00
Furnish Pile Driving Equipment		All Required	800.00
Furnish HP 10x42 Steel Piling	304 Lin. Ft.	14.50	4,408.00
Drive Steel Piles	304 Lin. Ft.	8.00	2,432.00
Pile Caps		All Required	2,455.00
4'x55'/60' Prestressed Slabs	6 Each	4,595.00	27,570.00
Metal Rail with Tubing	125 Lin. Ft.	37.00	4,625.00
			$ 43,990.00

Bridge No. 16518 (Sta. 42+31 to Sta. 42+58)

Bridge Removal Work		All Required	$ 900.00
Structure Excavation	310 Cu. Yd.	16.00	4,960.00
Structural Concrete, Class 3300	80 Cu. Yd.	All Required	17,760.00
4'x25'/30' Prestressed Slabs	6 Each	2,288.00	13,728.00
Reinforcement (14,400 lbs.)		All Required	8,600.00
Metal Rail with Tubing	63 Lin. Ft.	37.00	2,331.00
			$ 48,279.00
			$ 272,350.50

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
Roadside Seeding and Mulching	All Required	500.00
		$ 600.00

SUBTOTAL	$ 272,950.50
Engineering	36,849.50
TOTAL	$ 309,800.00

Length of Roadway -----------	0.302 mi.
Length of Structures --------	0.038 mi.
TOTAL	0.341 mi.

Federal Funds (88.18%) ------	$273,180.00
County Funds ----------------	36,620.00
TOTAL	$309,800.00

Group 1	100%
Contract No.	9398
Prefix:	523-1991 523-1080

9398 11-25-81

Rec'd 12-2-81

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The MALHEUR COUNTY COURT (Local Government Unit) hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The MALHEUR COUNTY COURT (Local Government Unit) has deposited with the State of Oregon Investment Pool the sum of $ 19,100.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with (Project Name)

FAS-C Project No. RS-B500(3) Willowcreek Bridges

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by MALHEUR COUNTY COURT (Local Government Unit)

this 25th day of November, 1981 by a vote of the majority of a quorum of its governing body.

Judge E M [illegible] W. C. Hammack

Louis J. Wettstein

Form No. 734-1812(2-80)

9398

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

☐ RE ☐ RCE ☐ RME ☐ ROE
☒ RFA OCT 29 1981 ☐
RECEIVED
REGION 5 OFFICE

October 26, 1981

In Reply Refer to File No.: ACC

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Honorable E. M. Seuell
Malheur County Judge

Gentlemen:

On October 22, 1981 the Highway Division received a satisfactory bid from Stach Construction Company, P.O. Box 730, Grants Pass, Oregon 97526 for the Willow Creek (Twin, Golden Eagle, Bronson, and Brogan Canyon) Bridges FAS-B500. This is an FAS-C Project No. RS-B500(3). Based upon the Contractor's bid the County's Advance Deposit will be:

Contractor's Bid		$272,350.50
Temporary Erosion Control		$ 100.00
Seeding and Mulching		500.00
4 1/2% Contingencies		12,282.77
9% Engineering		24,565.55
		$309,798.82
Estimated P.E. Cost		58,000.00*
ESTIMATED PROJECT COST		$367,798.82
County's share is 6% of $367.798.82	$22,067.93	
Less P.E. Advance Deposit	3,000.00	
	$19,067.93	

Hal

* ? Does this include Br. Design? Roger

By rounding the County's advance deposit is $19,100.00

We will award the contract when we receive your advance deposit, which should be in this office no later than November 13, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment
bcc w/AD # 972: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 972 when advance deposit is received.

9398

9-25-81

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B500(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00138

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/25/81

8. FEDERAL ROUTE NUMBER Secondary B500

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Willow Creek Bridges Section

11. GENERAL DESCRIPTION OF WORK: Adverise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 9/14/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
OCT 6'81
REFER TO Moehring
FOR
Info | Invest. | R/O | D/R | See | Act | File

Orig 10-6-81

14. DATE 9/25/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9398

9-17-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B500(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00138

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/17/81

8. FEDERAL ROUTE NUMBER Secondary B500

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Willow Creek Bridges Section

11. GENERAL DESCRIPTION OF WORK: Structure #16515, 16516, 16517 and 16518

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 9/11/81 you are now authorized to proceed with the subject project in accordance with the provisions of the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. TEC $365,000 Federal Funds $321,850.

Orig
9-2

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 9/17/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9398

Malheur Co.

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81
Donald L Prout

John

October 22, 1981 Bid Letting ________ All Clear Deadline

SECTION Willow Creek Bridges
Highway ________
County Malheur County Region 5
Type of Work ________ Funds FAS C
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~Statewide Noise~~
~~DSL~~

DOCUMENTS:

2 Exc

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	X					
Negative Declaration		X				
Project Assessment	X					
Write-off Letter	X					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands		X			X	
D.O.G.M.I.	X					
Corps of Engineers		X			X	
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		X			X	
Cultural Salvage	X					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		X			X	Statewide

9398

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00138
Project No. RS-B500(3)
Willow Creek Bridges Section
Malheur County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $365,000 with an obligation of $321,850 in Federal funds.

This project is expected to be funded from the unobligated FY '81 80% limitation.

DRH:bkc
Attachments

cc: W.E. Schwartz (Region 5)
H. Reynoldson w/att
General Files

Form 734-3122

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

9-11-81

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION (45 typewriter spaces) 21: Co. Rd., 2.2 Mi. NW of Brogan, W. 20 mi. 65
ADT PRESENT: 5 DHV 50
FUTURE: ---- (66) (70)
YEAR: ---- (71) (72)
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Bridges (4) 28 62
NATL. FOREST (63) (65)
FH ROUTE NO.
SUPV. AGCY
OA CLASSIF.
OA AREA
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER: PREFIX LETTER(S) RS- NUMBER B500

CARD
CLASS OF FEDERAL FUNDS: Rural Secondary
NAME OF URBAN AREA: -----
17-31
COUNTY NAME: Malheur
ROUTE NO. S
FEDERAL-AID: B-500
STATE: Co. Rd.
U.S.: ----

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(60) (66)	(67) (70)		
5					PE							
5					ROW							
5					CONST (CODE) X080		"Willow Creek Bridges Section"	0.365*	365,000	321,850	-----	43,150

CARD	CODE	PREPARED BY					
1	1	DRH	PROJECT TOTALS	0.365*	365,000	321,850	-----	43,150
1	14	PROGRAM APPROVAL DATES 9-15-80 10-01-80			(16) (23)	(24) (33)		

*Actual work area.

REMARKS
Additional Data: Item No. 001
RS-B500(2).

523-1991

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-11-81

T LOCATION (45 typewriter spaces) Rd., 2.2 Mi. NW of Brogan, W. 20 mi.	ADT	PRESENT 5 DHV 50	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 00138

RK (35 typewriter	NATL. FOREST	FR ROUTE NO.	SUPV AGCY	GA CLASSIF.	GA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS- · NUMBER B500 · SEQ. NO. (3)	I. Projects Only POST MI. · DESIG.

Rural Secondary

COUNTY NAME: Malheur · CODE 045

ROUTE NO. S · FEDERAL-AID B-500 · STATE Co. Rd. · U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
OW								
NST DE) 80		"Willow Creek Bridges Section"	0.365*	365,000	321,850	-----	43,150	ROW-60' min.; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.365*	365,000	321,850	-----	43,150	

OVAL DATES 9-15-80
10-01-80

*Actual work area.

REMARKS
Additional Data: Item No. 00138; Project No. RS-B500(2).

-over-

USCOMM DUSCOMM-DC 48905-P61

WILLOW CREEK BRIDGES SECTION
PROJECT NO. RS-B500(3)

Remarks continued:

Project Data: Work consists of constructing 4 prestressed concrete slab span bridges (listed below) on improved alignment, road approaches, existing structure removal and incidental work common to this type of project.

Str. #	Type Code	Name	Length	H.C.
16515	X080	Twin Bridge	67'	23'6"
16516	X080	Golden Eagle Mine Bridge	48'	23'6"
16517	X080	Bronson Bridge	57'	23'6"
16518	X080	Brogan Canyon Bridge	27'	23'6"

Accommodation of Utilities: A State-County Agreement No. 7384 complying with paragraph 6d(1) of PPM 30-4.1 was executed 10-16-80.

Maintenance: A State-County Agreement No. 7384 complying with Section 116, Title 23 U.S.C. was executed on 10-16-80.

Note: 1) This project is in Congressional District No. 2.
2) Included in SOCL 9-80 on page 11.

9398

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Willow Creek Bridges

Highway: FAS B500, Willow Creek Road

County: Malheur

Prefix: 523-1991

Res. Engr. P. F. Burnett

Date September 1, 1981

Ten Year Traffic Coefficient 4.8

18 kip s.a. per day 1

R Value 25

Frost Penetration - - - -

CBE Total Requirement 13.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	Aggregate Base	4.0"
12.0"	Select Granular Embankment	8.5"
16.0"		12.5"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Select Granular Embankment = 0.7" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
E. Swan

9398

Section Willow Cr. Bridges Programm Estimate $

Highway FAS B500 Project Length

County Malheur Completion Time 200 CWD

Kind of Work Grade, Surface, Structures Est. Comp. Date

Prefix 523-1591- Letting Date 10/22 Project No. RS-B500(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-15-81

- Director
- Asst. Dir.-Administration
- Accounting (Highway)
- Administrative Services
- Bridge
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- Industrial Engineers
- Information System (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Project Management & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Records Management
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Technical Services Engr.
- Traffic Signal Unit
- Traffic
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number 5]
- District Number
- Resident Engineer

ATTENTION: Roger Lang

FROM: Proj. Mngt.

COMMENTS: Please inform the county.

Form 731-0022 (6-80) SP*71282-734

ntract Amount . . . . $ 319,286.75

100

500

$ 600

Subtotal $ 319,886.75

Contingencies (4-1/2%) 14,394.90

Engineering (~~8~~, 9, ~~10~~%) 28 789.51

~~Subtotal~~ $

~~Credit for~~ . . . . . .

Estimated Net Authorization, Construction . . . . $ 363,071.46

Est. PE costs 58,000.00

APPROVED

Est. total project cost 421,071.46

6% of 421,071.46 = 25,264.29

Less PE Advance deposit 3000.00

Road Design Engineer

Est. County share is :- 22,264.29

Rev. 3/81

Section Willow Cr. Bridges Programmed Estimate $
Highway FAS B500 Project Length
County Malheur Completion Time 200 CWD
Kind of Work Grade, Surface, Structures Est. Comp. Date
Prefix 523-1991- Letting Date 10/22 Project No. RS-B500(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 319,286 75

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	100	
State Furnished ______		
Roadside Seeding & Mulching	500	$ 600
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
Subtotal		$ 319,886 75
Contingencies (4-1/2%)		14,394 90
Engineering (~~[illegible]~~, 9, ~~[illegible]~~%)		28 789 51
~~Subtotal~~		$
[redacted] ______		
Estimated Net Authorization, Construction		$ 363,071 46

APPROVED

Est. PE costs	58,000.00
Est. total project cost	421,071.46
6% of 421,071.46 =	25,264.29
Less PE Advance deposit	3000.00
Est. Countyshare is :-	22,264.29

Road Design Engineer

Rev. 3/81

Section Willow Cr. Bridges
Programme Estimate $
Highway FAS B500
Project Length
County Malheur
Completion Time 200 CWD
Kind of Work Grade, Surface, Structures
Est. Comp. Date
Prefix 523-1791-
Letting Date 10/22
Project No. RS-B500(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 319,286^{75}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	100	
State Furnished ______		
Roadside Seeding & Mulching	500	$ 600
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		

Adjust Utilities:

. . . .		
. . . .		
. . . .		
. . . .		
. . . .		

Subtotal	$	319,886^{75}
Contingencies (4-1/2%)		14,394^{90}
Engineering (~~8~~, 9, ~~10~~%)		28 789^{51}
~~Subtotal~~	$	
~~Credit for~~ ______		
Estimated Net Authorization, Construction	$	363,071^{46}

APPROVED

______
Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date
COST ANALYSIS UNIT. 8-13-81 Bw
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING Sept 24, 1981
Name 10122

Section Willow Cr. Bridges
Kind Of Work
Length

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(10%)	29,000
	Temporary Protection and Direction of Traffic		All	All	–	5000^{00}
	Temporary Signs		Sq Ft	272	6^{00}	1632
	Temporary Barricades		Each	6	100^{00}	600
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	1175	8^{50}	9987^{50}
	Temporary Delineators, Type 2		Each	11	18^{00}	198
	Flagmen		Hr	150	26	3900
	ROADWORK					
	Clearing and Grubbing		All	All	–	1500–
	Removal of Structures and Obstructions		All	All	–	1000–
	Embankment in Place		Cu Yd	5135	3^{75}	19,256
	Toe Trench Excavation		Cu Yd	42	15–	630
	3/4-0 Aggregate Base		Cu Yd	850	18^{50}	15,725
	Guard Rail, Type 2A		Lin Ft	388	13–	5044
	Guard Rail, Type 3		Lin Ft	375	26–	9750
	Guard Rail Anchors, Type 1		Each	15	275–	4125
	Rail End Pieces, Type C		Each	15	75–	1125
	Type 1 Fence		Lin Ft	710	3–	2130
	Loose Riprap, Class 50		Cu Yd	105	12–	1260
	Loose Riprap, Class 100		Cu Yd	190	15–	2850
	Loose Riprap, Class 2000		Cu Yd	150	25–	3750
	Filter Blanket		Cu Yd	31	20–	620

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date

Section
County

Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Structures					
	Bridge No 16515					
	Bridge Removal Work		All	All		2500
	Structure Excavation		Cu.Yd.	45	15	675
	Furnish Pile Driving Equipment		All	All		5000
	Furnish HP 10x42 Steel Piling		Lin Ft	270	15 -	4050
	Drive Steel Piles		Lin Ft	270	2 -	540
	Pile Caps		All	All		6000
	4'x 65'/70' Prestressed Slabs		Each	6	5500	33,000
	Metal Rail with Tubing		Lin Ft	150	50	7500
						(59,265
	Bridge No 16516					
	Bridge Removal Work		All	All		2500
	Structure Excavation		Cu Yd	40	15	600
	Furnish Pile Driving Equipment		All	All		5000
	Furnish HP 10x42 Steel Piling		Lin Ft	264	15	3960
	Drive Steel Piles		Lin Ft	264	2	528
	Pile Caps		All	All		5000
	4'x 45'/50' Prestressed Slabs		Each	6	3300	19,800
	Metal Rail with Tubing		Lin Ft	113	50	5650
						(43,151)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date
Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Bridge No 16517					
	Bridge Removal Work		All	All		2500
	Structure Excavation		CuYd	40	15	600
	Furnish Pile Driving Equipment		All	All		5000
	Furnish HP 10x42 Steel Piling		LinFt	304	15	4560
	Drive Steel Piles		LinFt	304	2	608
	Pile Caps		All	All		5000
	4'x 55'/60' Prestressed Slabs		Each	6	4,100	24,600
	Metal Rail with Tubing		LinFt	125	50	6250
						(49,118)
	Bridge No. 16518					
	Bridge Removal Work		All	All		3000
	Structure Excavation		CuYd	310	12	3720
	Structural Concrete, Class 3300 (80 cy @ 260)		All	All		20,800
	4'x 25'/30' Prestressed Slabs		Each	6	1800	10,800
	Reinforcement (14400 lb @ .50)		All	All		7200
	Metal Rail with Tubing		LinFt	63	50	3150
						(48,670)

9398

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 523

8-19-81

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-B500(2) Prefix 525-1991

Project Name Willow Creek Bridges (4) FAS-C
Willow Creek Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 19th day of August, 1981

County of Malheur

E. M. Sewell
County Judge/Chairman

Certified By:

Regional Right-of-Way Supervisor
Date 9-11-1981

Commissioner

Louis J. Wettstein
Commissioner

Instructions: Complete A or B and C.
R/W File No. ________

7398 Overall Project Length - 2000' 5-5-81

WILLOW CREEK BRIDGES SEC. FAS 8500(WI W CREEK ROAD) MALHEUR COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C

PRELIMINARY COPY
JUL 27 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

GON

NSPORTATION

DIVISION

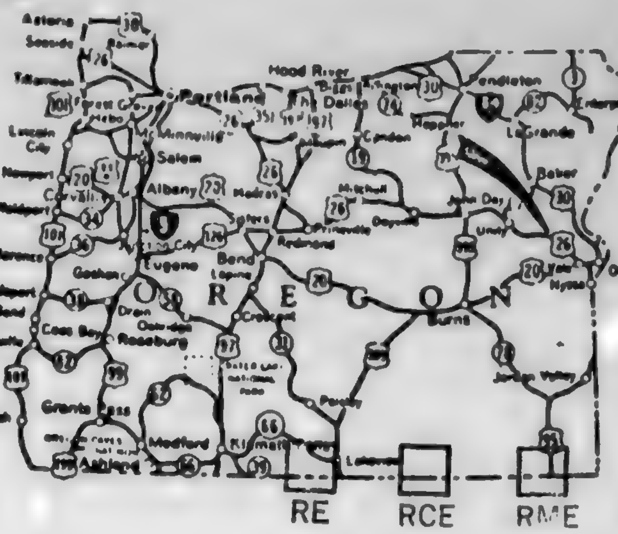
ROJECT

IDGES SEC.

EEK ROAD)

TY

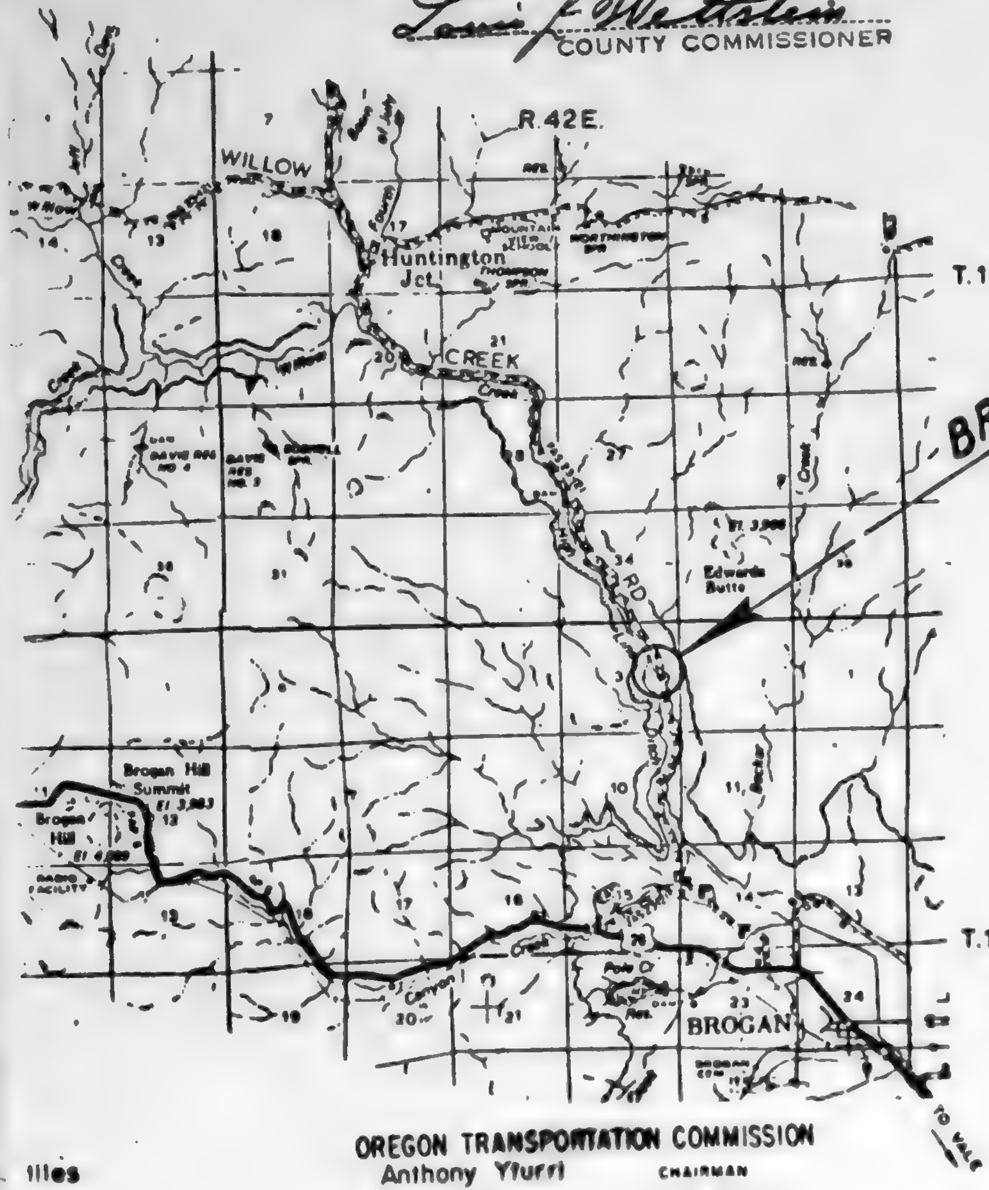
APPROVED August 5 1981
COUNTY COURT OF Malheur COUNTY
BY E. M. Seull COUNTY JUDGE
W. C. Hammack COUNTY COMMISSIONER
Louis J. Wettstein COUNTY COMMISSIONER


Astoria
Seaside
Rainier
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Lincoln City
Newport
Salem
Albany
Corvallis
Madras
Baker
Florence
Eugene
Bend
Redmond
Prineville
John Day
Ontario
Coos Bay
Roseburg
Burns
Grants Pass
Medford
Klamath Falls
Lakeview
Gold Beach
Jordan Valley
O R E G O N

☐ RE ☐ RCE ☐ RME ☐ RO

☐ RFA AUG 05 1981

RECE
REGION 5 OFFICE


WILLOW
R.42E.
Huntington Jct.
T.14S.
CREEK
RD.
Edwards Butte
Brogan Hill Summit
Brogan Hill
T.15S.
Canyon
Creek
BROGAN
TO VALE

BROGAN CANYON BRIDGE #16518

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER EDGAR S. HUNTER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

iles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER DATE

934

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
16515
16516
16517
16518

July 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
ATTN: H. A. Schell
HBR-OR

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 16 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

L. L. Wallace

FROM: L. L. Wallace
Assistant Bridge Engineer

SUBJECT: Willow Creek (Twin, Golden Eagle Mine, Bronson
and Brogan Canyon) Bridges
Willow Creek Bridges Section
Willow Creek Road - FAS B500
Malheur County
Oregon Project BRS-B500(1)

In your letter of July 6, 1981, concerning the subject bridges, you had several comments which are answered as follows:

Twin Bridge

The bridge is designed for a 25-year flood, and the length will maintain the status quo of the site. The grade line controls the elevation of this bridge, and the high water elevation shown on the plans will be changed to 92.2 which is the maximum high water.

The proposed bridge is on new alignment which is moved away from the rock bluff. It is unlikely a spread footing on rock would be possible.

Golden Eagle Mine Bridge and Bronson Bridge

Both existing structures are approximately 25 feet long with the proposed bridges 48 feet and 57 feet long. The longer bridges with 1½:1 end slopes will maintain the status quo hydraulically and should provide better conditions for ice jams.

Brogan Canyon

A multiplate arch was investigated at this site and found to be more expensive than the bridge.

JMT:jrb
cc: E. S. Hunter
D. H. Moehring

Form 734-3122

9378

L

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-B500(1)
Willow Creek (Twin Golden Eagle Mine,
Bronson-Brogan Canyon) Bridges
Malheur County

Date: July 6, 1981

Reply to Attn. of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have made a limited review of the above structures and our comments are as follows:

Willow Creek (Twin)

It appears from the high water elevation that you are designing for the 500-year flood. The rock bluff on the North End of the structure indicates the desirability of an alternate spread footing design on rock.

Golden Eagle Mine and Bronson

Ice jams are indicated in the foundation reports. Are the clearances to the structure sufficient?

Brogan Canyon

The Multi-Plate Arch proposed for this site appears sufficient with the reservoir control. We would suggest that the inlet collar be paved to strengthen the section.

All structures are acceptable.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
JUL 7'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9378 MAI [illegible]

STATE OF OREGON INTEROFFICE MEMO

TO: W.E. Schwartz
Region V Engineer

DATE: June 29, 1981

DES 23
16515
16516
16517
16518

ORIGINAL SIGNED
J.M. TINDALL

FROM: John M. Tindall
Supervising Structural Design Engineer

SUBJECT: Willow Creek (Twin, Golden Eagle Mine,
Bronson and Brogan Canyon) Bridges
Willow Creek Bridges Section
FAS-B 500 Willow Creek Road
Malheur County
BRS 16515, 16516, 16517 and 16518

ALL
FAS-C

Attached are two reduced prints of Drawings 36087-36096 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$100,000
Structures	234,000
Engineering & Contingencies	66,000
TOTAL	$400,000

It is planned to call for bids on this section on September 24, 1981, or sooner.

Please make a field review and return one set by July 7, 1981, with your comments and/or corrections noted.

JMT:jrb

Attachments

cc: Virgil Maupin, Malheur County Roadmaster, /w/ 2 sets
H. A. Schell /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set
Utility Unit /w/ 1 set
✓Project Management
Engineering /w/ 1 set
P. F. Burnett, Resident Engineer, /w/ 1 set

Contains
Recycled
Materials
61-125-1367

6

9398

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

June 12, 1981

The Hon. E. M. Seuell
Courthouse
251 B Street W.
Vale, Oregon 97918

Dear Judge Seuell:

Re: Willow Cr. (Twin, Golden Eagle Mine, Bronson
and Brogan Canyon) Bridges
Willow Cr. Bridges Section
FAS B 500, Willow Cr. Road
Br. No's 16515, 16516, 16517 and 16518

Enclosed are two copies each of Drawing No's. 36047 & 35797; 36048 & 35798; 36049 & 35799; 36050 & 35800 which are the preliminary plan/elevation and vicinity map for above subject structures.

Please note the Twin, Golden Eagle Mine and Bronson Bridge Plans show alternate methods of end bent construction.

Alternate A - Reinforced concrete encasement of steel piling for the end bent.

Alternate B - Welded steel member on steel piling for the end bent.

Both alternates are compatible with the required design criteria and we plan on offering both methods to prospective bidders.

The Brogan Canyon Bridge plans do not show any alternates. Originally we had planned on the possibility of installing a large culvert in place of the bridge. After careful analysis of the Hydraulic Report (copy enclosed) it was determined the construction of a clear span bridge with vertical end bents is the most economical and practical solution.

Our present estimate of costs for the project is as follows:

Roadwork	$100,000
Structures	260,000
Engineering and Contingencies (20%)	70,000
Estimated Total	$430,000

Form 734-3122

It is requested you review the plans and present them to the County Court as soon as possible so we may proceed with final design. Please return one copy of the approved plans to me for further processing.

By copy of this letter I am asking Frank Burnett, Resident Engineer, to contact the Ironside Road District and the BLM so they are fully aware of our progress. If everything goes well we hope to schedule the project for bid opening on September 24, 1981.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
Enc.
cc: D. E. Swan ✓
J. M. Tindall
P. F. Burnett

9398

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Willow Creek Bridges

Highway Willow Creek Road FAS B500

County Malheur

Date June 4, 1981

Authorization No. 2

Survey Prefix 523-1991 (Assigned by Salem office)

Description of termini, route, length, etc.:

Spot surveys of stream crossing of Willow Creek Road at Twin Br. #23C49, M.P. 8.7; Golden Eagle Mine Br., #23C50, M.P. 9.6; Bronson Br., #23C51, M.P. 12.2; and Brogan Canyon Br., #23C52, M.P. 28.8.

Purpose of survey: Original: Prepare plans, specifications and estimate of costs to replace structures (4ea.) over Willow Creek with bridges or culverts.

Not anticipated at time original authorization submitted: To tie in Section lines (public land corners) for right of way.

Estimate of cost:

Field Survey	(901)	$ 26,000.00
Final Design	(905)	4,000
Liaison	(913)	200
Utility	(914)	500
Location Studies	(918)	4,000
Specifications	(921)	1,600
Environmental	(923)	2,500
Foundation Exploration	(926)	20,000
Free Bridge Design	(927)	16,000

74
14
68

65,800
16,000
9

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 74,800
Previous authorization	65,800
Additional authorization requested	9,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. F. Burnt

P. F. Burnett

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19780-734

Recommended for Approval: Judge E M Sewell
Malheur County

9398

STATE OF OREGON INTEROFFICE MEMO

TO: W. E. Schwartz
Region V Engineer ATTN:
[illegible] Lang

DATE: June 3, 1981

DES 23
16515
16516
16517
16518

FROM: John M. Tindall
Supervising Structural Design Engineer

ORIGINAL SIGNED
J.M. TINDALL

SUBJECT: Willow Creek (Twin, Golden Eagle Mine, Bronson and Brogan Canyon) Bridges
Willow Creek Bridges Section
FAS - B500 Willow Creek Road FAS-C
Malheur County
BRS 16515, 16516, 16517 and 16518

Attached are four reduced prints of Drawings 36047-36050 and 35797-35800 which are the preliminary plan and elevation and vicinity map for the subject structures. Also attached is a copy of the Hydraulic and Foundation reports which should be forwarded to the county.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Roadwork	$100,000
Structures	260,000
Engineering and Contingencies	70,000
TOTAL	$430,000 in BK

Please use these prints to obtain the approval of Malheur County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on September 24, 1981, or sooner.

JMT:jrb

Attachments

cc: H. A. Schell /w/ 1 set attach. and copy of Hydraulic and Foundation Reports
Engineering /w/ 1 set attach.
Local Government /w/ 1 set attach.
Environment (M. Banks) /w/ 1 set attach.

Contains Recycled Materials
81-125-1387

Rp

SP*75883-12

9398

STATE OF OREGON — INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT

LOC 8

TO: MEMO TO THE FILE

DATE: May 15, 1981

Gene M Finley

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT: Twin, Golden Eagle Mine, Bronson and
Brogan Canyon Bridges (Willow Creek)
Willow Creek Road (FAS B500)
Malheur County

The proposed project will replace four 25±-foot long, single-span timber bridges on vertical abutments. Only the Brogan Canyon Bridge replacement structure will be along the same alignment.

HYDROLOGY

Willow Creek is a north-south tributary of the Malheur River and drains approximately 218 square miles (Twin Bridge), 220 square miles (Golden Eagle Mine Bridge), 240 square miles (Bronson Bridge) and 380 square miles (Brogan Canyon Bridge). Streamflow data for the Willow Creek basin were available from Stream Gage No. 13-2295 (drainage area of 250 square miles) located 4.5± miles upstream from the Malheur Reservoir dam and Stream Gage No. 13-2305 (drainage area of 290 square miles) located just downstream from the reservoir outlet tunnel. This reservoir provides flood regulation at the Brogan Canyon Bridge; the other structures are unaffected by the reservoir.

The recurrence interval vs. peak discharge relationships listed below was determined from a statistical analysis of data from Gage No. 13-2295 using log-Pearson Type III distribution. The results were then adjusted to reflect the difference in drainage area between the gage and the bridge sites.

Recurrence Interval	Peak Discharge Twin Bridge	Peak Discharge Golden Eagle Mine Bridge	Peak Discharge Bronson Bridge
500-year	2850 cfs	2880 cfs	3100 cfs
100-year	1920 cfs	1940 cfs	2110 cfs
50-year	1580 cfs	1590 cfs	1740 cfs
25-year	1310 cfs	1320 cfs	1440 cfs
10-year	940 cfs	950 cfs	1040 cfs
5-year	700 cfs	700 cfs	770 cfs

The recurrence interval vs. peak discharge relationship for the regulated discharge from Malheur Reservoir was determined from a statistical analysis of data from Gage No. 13-2305 using a log-Pearson Type III distribution. The following combines the peak discharges of the regulated and unregulated areas above the Brogan Canyon Bridge site.

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25-1387

Recurrence Interval	Peak Discharge Unregulated Area (90 Square Mi.)	Peak Discharge Regulated Area (290 Square Mi.)	Peak Discharge At Bridge Site (380 Square Mi.)
500-year	200 cfs	1150 cfs	1350 cfs
100-year	150 cfs	800 cfs	950 cfs
50-year	130 cfs	650 cfs	780 cfs
25-year	110 cfs	540 cfs	650 cfs
10-year	90 cfs	390 cfs	480 cfs
5-year	70 cfs	290 cfs	360 cfs

HYDRAULIC DESIGN

The 25-year flood with peak discharges of 1310 cfs (Twin Bridge), 1320 cfs (Golden Eagle Mine Bridge), 1440 cfs (Bronson Bridge) and 650 cfs (Brogan Canyon Bridge) were chosen as the design floods.

The following types of structures were investigated and found to maintain the status quo.

Twin Bridge (35° Skew)	Golden Eagle Mine Bridge	Bronson Bridge	Brogan Canyon Bridge (28° Skew)
27-foot long, single span w/vertical abutments	30-foot long, single span w/vertical abutments	36-foot long, single span w/vertical abutments	24' x 6'-11" Multi-Plate Arch
67-foot long, single span w/1 1/2:1 normal end slopes	49-foot long, single span w/1 1/2:1 end slopes	59-foot long, single span, w/1 1/2:1 end slopes	27-foot long, single span w/vertical abutments

TWIN BRIDGE

The current through the existing Twin Bridge is directed against the south side of the channel, causing both a disturbance to the stream flow and erosion along the south channel bank. A channel improvement is recommended to reduce both the field's proposed bridge length and erosion to the south channel bank. The attached sketch (Figure 1) shows these recommendations.

Table 1 compares the proposed structure to the existing structure for the 25-, 100- and 500-year floods assuming a channel improvement for the proposed structure.

GOLDEN EAGLE MINE BRIDGE

For design purposes the bottom elevations of the bridge beams were estimated to be 95.5 feet (existing bridge and 49-foot proposed bridge) and 95.8 feet (30-foot proposed bridge).

A high water elevation of 94.9 feet (assumed datum) at the existing Golden Eagle Mine Bridge site was determined by the field crew. This high water was estimated to have represented the 20-year flood with a peak discharge of 1220 cfs.

The existing and proposed structures are estimated to be in pressure flow for the overtopping floods. Table 2 compares the proposed structure to the existing structure for the design flood (25-year) and the overtopping flood.

BRONSON BRIDGE

For design purposes the bottom elevations of the bridge beams were estimated to be 94.7 feet (for the existing bridge, 36-foot and 59-foot proposed bridges). It is suggested that the finish grade elevation for the 59-foot proposed structure be increased approximately 0.4± feet at the bridge site to allow the same freeboard as the existing structure.

For economic reasons (shorter bridge) it is suggested that the roadway sag area between Stations 12+00 to 13+50 remain at the same elevation to allow roadway overflow for the greater frequency floods.

The existing and proposed structures are estimated to be in pressure flow for the (road) overtopping flood. Table 3 compares the proposed structures to the existing structure for the design flood (25-year) and the overtopping flood.

BROGAN CANYON STRUCTURE

The creek basically parallels the road until it reaches the bridge where it makes a 35°± curve left through the structure. Photographs of this structure indicate that erosion has occurred mostly along the south abutment. According to long-time ranchers, the existing structure has washed out several times, probably as a result of the poor stream alignment at the bridge. For these reasons, only vertical abutments are recommended for the proposed structures.

Table 4 compares the proposed to the existing structure for the 25-, 100- and 500-year floods.

RIPRAP

TWIN BRIDGE

For the 27-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with an 18-inch blanket of Class 100 loose riprap. A filter blanket will not be required.

For the 67-foot replacement structure, it is suggested that the fill slopes be protected with an 18-inch blanket of Class 100 loose riprap. A filter blanket will not be required.

GOLDEN EAGLE MINE BRIDGE

For the 49-foot replacement structure, it is suggested that the fill slopes be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

For the 30-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

BRONSON BRIDGE

For the 59-foot replace structure, it is suggested that the fill slopes be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required

For the 36-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with a one-foot blanket of Class 50 loose riprap. A filter blanket will not be required.

BROGAN CANYON BRIDGE

Because of a steep channel gradient, the existing structure is subjected to supercritical flow. It is suggested that the toe of the vertical abutments be protected with a four-foot blanket of Class 2000 loose riprap. A 15-inch filter blanket will be required. It is also suggested that wingwalls be provided on both sides of the roadway.

An alternate toe protection could be grouted riprap of Class 700, or gabions.

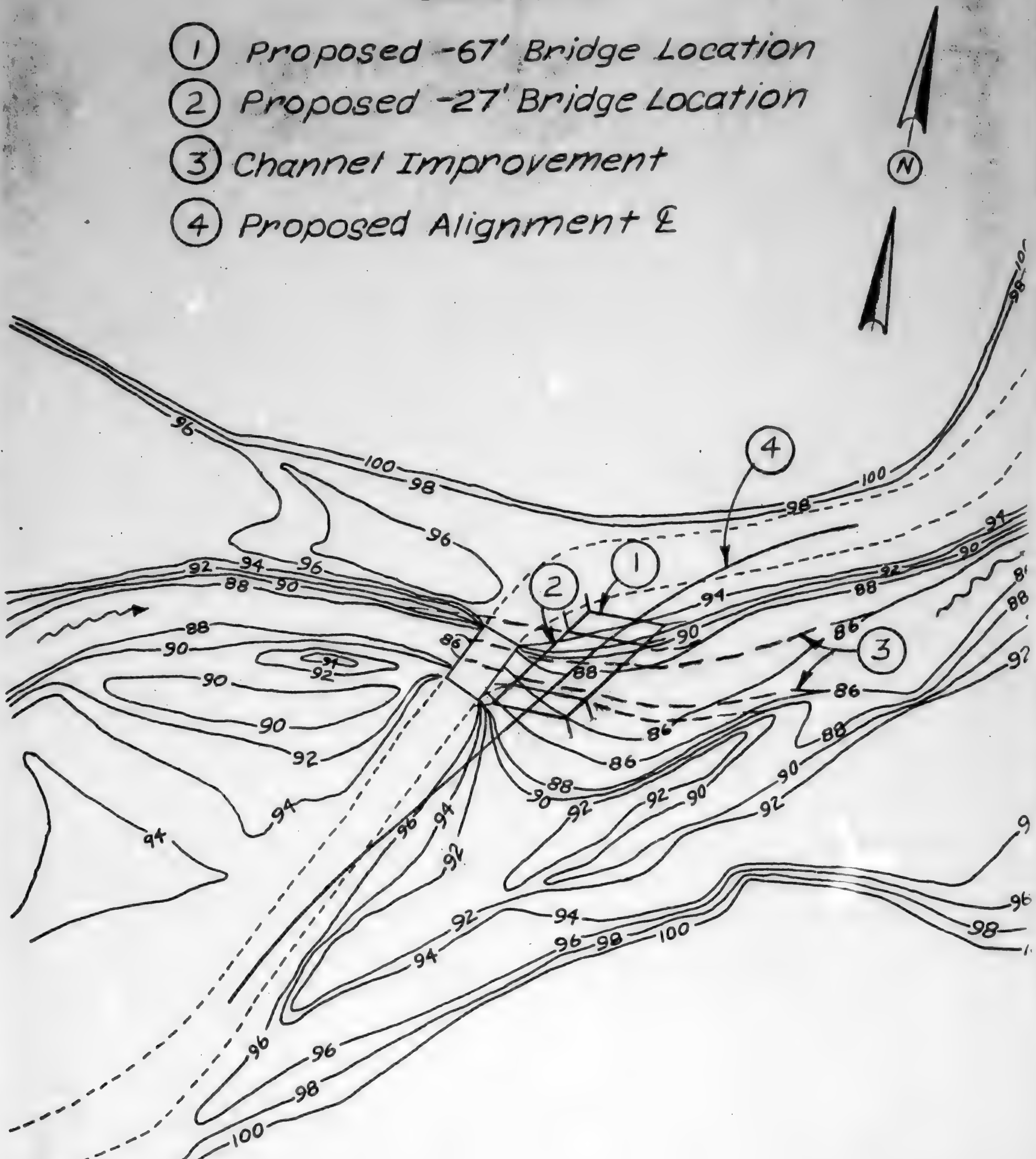
GMF:ja ge
Attachments

cc Frank Terpin w/attachments
Walt Hart "
Lyle Watson "
Jack Davis "
✓Don Harwell "
W. E. Schwartz "
H. Schell (FHWA) "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
MAY 18 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

FIGURE 1

TWIN BRIDGES
Scale 1" = 50'



① Proposed -67' Bridge Location
② Proposed -27' Bridge Location
③ Channel Improvement
④ Proposed Alignment ℄
N
96
100
98
96
94
92
90
88
86

TABLE 1

TWIN BRIDGE

	25-year Flood (Design Flood)			100-year Flood			500-ye (Maximum Pr	
	67-foot Single-span	27-foot Single-span	Existing Structure 27-foot Single-span	67-foot Single-span	27-foot Single-span	Existing Structure 27-foot Single-span	67-foot Single-span	27-f Single
Design High Water Elev. (assumed datum)	92.3 feet	92.3 feet	92.3 feet	93.4 feet	93.4 feet	93.4 feet	94.6 feet	94.6
High Water Elevation Along Upstream Embankments Including Backwater (assumed datum)	92.3 feet	92.5 feet	92.5 feet	93.5 feet	94.2 feet	94.2 feet	95.1 feet	96.8
Normal Area Below Design High Water	160 Sq. ft.	140 sq. ft.	140 sq. ft.	210 sq. ft.	170 sq. ft.	170 sq. ft.	280 sq. ft.	210 s
Average Velocity	8.0 fps	9.2 fps	9.2 fps	9.1 fps	11.1 fps	11.1 fps	10.3 fps	13.9

TABLE 1

TWIN BRIDGE

	25-year Flood (Design Flood)			100-year Flood			500-year Flood (Maximum Probable Flood)		
	67-foot Single-span	27-foot Single-span	Existing Structure 27-foot Single-span	67-foot Single-span	27-foot Single-span	Existing Structure 27-foot Single-span	67-foot Single-span	27-foot Single-span	Existing Structure 27-foot Single-span
ev.	92.3 feet	92.3 feet	92.3 feet	93.4 feet	93.4 feet	93.4 feet	94.6 feet	94.6 feet	94.6 feet
k- water	92.3 feet	92.5 feet	92.5 feet	93.5 feet	94.2 feet	94.2 feet	95.1 feet	96.8 feet	96.8 feet
	160 Sq. ft.	140 sq. ft.	140 sq. ft.	210 sq. ft.	170 sq. ft.	170 sq. ft.	280 sq. ft.	210 sq. ft.	210 sq. ft.
	8.0 fps	9.2 fps	9.2 fps	9.1 fps	11.1 fps	11.1 fps	10.3 fps	13.9 fps	13.9 fps

TABLE 2

GOLDEN EAGLE MINE BRIDGE

	Design Flood			Overtopping Flood		
	49-foot Single-span	30-foot Single-span	Existing Structure 25-foot Single-span	49-foot Single-span	30-foot Single-span	Existing Structure 25-foot Single-span
Recurrence Interval	25-year	25-year	25-year	70-year	60-year	50-year
Design High Water Elev. (assumed datum)	94.9 feet	94.9 feet	94.9 feet	95.8 feet	95.7 feet	95.6 feet
High Water Elevation Along Upstream Embankments Including Backwater (assumed datum)	95.1 feet	95.2 feet	95.2 feet	97.3 feet	97.3 feet	97.3 feet
Normal Area Below High Water	200 sq. ft.	180 sq. ft.	180 sq. ft.	230 sq. ft.	210 sq. ft.	190 sq. ft.
Average Velocity	6.7 fps	7.2 fps	7.3 fps	8.0 fps	8.3 fps	8.3 fps

TABLE 3

BRONSON BRIDGE

	Design Flood			Overtopping Flood		
	36-foot Single-span	59-foot Single-span	Existing Structure 25-foot Single-span	36-foot Single-span	59-foot Single-span	Existing Structure 25-foot Single-span
Recurrence Interval	25-year	25-year	25-year	30-year	35-year	17-year
Design High Water Elevation (assumed datum)	94.5 feet	94.5 feet	94.5 feet	94.7 feet	94.8 feet	94.0 feet
High Water Elevation Along Upstream Embankments Including Backwater (assumed datum)	94.5 feet	94.5 feet	95.8 feet	95.3 feet	95.3 feet	95.3 feet
Normal Area Below High Water	290 sq. ft.	340 sq. ft.	170 sq. ft.	300 sq. ft.	350 sq. ft.	170 sq. ft.
Average Velocity	5.0 fps	4.2 fps	7.9 fps	5.0 fps	4.5 fps	7.2 fps

TABLE 4

BROGAN CANYON BRIDGE

	25-year Flood (Design Flood)			100-year Flood			500-yea (Maximum Pr	
	24' x 6'-11" Multi-Plate Arch	27-foot Single-span	Existing Structure 35-foot Single-span	24' x 6'-11" Multi-Plate Arch	27-foot Single-span	Existing Structure 35-foot Single-span	24' x 6'-11" Multi-Plate Arch	27-f Single
Design High Water Elev. (assumed datum)	94.2 feet	94.2 feet	94.2 feet	94.8 feet	94.8 feet	94.8 feet	95.5 feet	95.5
High Water Elevation Along Upstream Embankments Including Backwater (assumed datum)	94.2 feet	94.2 feet	94.2 feet	94.8 feet	94.8 feet	94.8 feet	95.5 feet	95.5
Normal Area Below Design High Water	50 sq. ft.	50 sq. ft.	50 sq. ft.	70 sq. ft.	70 sq. ft.	70 sq. ft.	80 sq. ft.	80 sq
Average Velocity	14.5 fps	14.5 fps	14.5 fps	16.8 fps	16.8 fps	16.8 fps	20.0 fps	20.0

TABLE 4

BROGAN CANYON BRIDGE

	25-year Flood (Design Flood)			100-year Flood			500-year Flood (Maximum Probable Flood)		
	24' x 6'-11" Multi-Plate Arch	27-foot Single-span	Existing Structure 35-foot Single-span	24' x 6'-11" Multi-Plate Arch	27-foot Single-span	Existing Structure 35-foot Single-span	24' x 6'-11" Multi-Plate Arch	27-foot Single-span	Existing Structure 35-foot Single-span
ev.	94.2 feet	94.2 feet	94.2 feet	94.8 feet	94.8 feet	94.8 feet	95.5 feet	95.5 feet	95.5 feet
x- water	94.2 feet	94.2 feet	94.2 feet	94.8 feet	94.8 feet	94.8 feet	95.5 feet	95.5 feet	95.5 feet
	50 sq. ft.	50 sq. ft.	50 sq. ft.	70 sq. ft.	70 sq. ft.	70 sq. ft.	80 sq. ft.	80 sq. ft.	80 sq. ft.
	14.5 fps	14.5 fps	14.5 fps	16.8 fps	16.8 fps	16.8 fps	20.0 fps	20.0 fps	20.0 fps

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	1310	1920	2850	1210
	m^3/s				
Frequency – yrs.		25	100	500	20
H.W. Elevation Natural Channel	ft.				
	m.				
H.W. Elevation Channel Change	ft.	92.3 *	93.4 *	94.6 *	92.2 *
	m.				
Average Velocity	fps	9.2	11.1	13.9	
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:
27-Foot Long Bridge
Single Span
W/Vertical Abutments

* Assumed Datum

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

TWIN BRIDGE
WILLOW CREEK ROAD (FAS B500)
MALHEUR COUNTY

COMPILED BY: GENE M. FINLEY

DATE: APRIL 14, 1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m³/s	1310	1920	2850	1210
Frequency — yrs.	25	100	500	20
H.W. Elevation Natural Channel ft. / m.				
H.W. Elevation Channel Change ft. / m.	92.3 *	93.4 *	94.6 *	92.2 *
Average Velocity fps / mps	8.0	9.1	10.3	
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

67-Foot Long Bridge
Single Span
W/1.5:1 Normal End Slopes

* Assumed Datum

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

TWIN BRIDGE
WILLOW CREEK ROAD(FAS B500)
MALHEUR COUNTY

COMPILED BY: GENE M. FINLEY

DATE: APRIL 14,1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	1320		1730	1220
	m^3/s				
Frequency — yrs.		25	100	60	20
H.W. Elevation Natural Channel	ft.	94.9 *		95.7 *	94.8 *
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	7.2		8.3	
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:
30-Foot Long Bridge
Single Span
W/Vertical Abutments

* Assumed Datum

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

GOLDEN EAGLE MINE BRIDGE
WILLOW CREEK ROAD (FAS B500)
MALHEUR COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
APRIL 14, 1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	1320		1810	1220
	m^3/s				
Frequency – yrs.		25	100	70	20
H.W. Elevation Natural Channel	ft.	94.9 *		95.8 *	94.8 *
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	6.7		8.0	
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 49-Foot Long Bridge
Single Span
W/1.5:1 End Slopes

* Assumed Datum

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

GOLDEN EAGLE MINE BRIDGE
WILLOW CREEK ROAD(FAS B500)
MALHEUR COUNTY

COMPILED BY: GENE M. FINLEY

DATE: APRIL 14,1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs m^3/s	1440		1510	1320
Frequency — yrs.	25	100	30	20
H.W. Elevation Natural Channel ft. m.	94.4 *		94.7 *	94.2 *
H.W. Elevation Channel Change ft. m.				
Average Velocity fps mps	5.0		5.0	
Headwater Elevation ft. m.				
Tailwater Elevation ft. m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 36-Foot Long Bridge
Single Span
W/Vertical Abutments

* Assumed Datum

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

BRONSON BRIDGE
WILLOW CREEK ROAD (FAS B500)
MALHEUR COUNTY

COMPILED BY: GENE M. FINLEY

DATE: APRIL 14, 1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR( )
Discharge	cfs	1440		1560	1320
	m³/s				
Frequency — yrs.		25	100	35	20
H.W. Elevation Natural Channel	ft.	94.5 *		94.8 *	94.1 *
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	4.2		4.5	
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 59-Foot Long Bridge
Single Span
W/1.5:1 End Slopes

* Assumed Datum

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

BRONSON BRIDGE
WILLOW CREEK ROAD (FAS B500)
MALHEUR COUNTY

COMPILED BY: GENE M. FINLEY

DATE: APRIL 14, 1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	650	950	1350	610
Frequency — yrs.	25	100	500	20
H.W. Elevation Natural Channel ft. / m.	94.2 *	94.8 *	95.5 *	94.1 *
H.W. Elevation Channel Change ft. / m.				
Average Velocity fps / mps	14.5	16.8	20.0	
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 24'X6'-11"
Multi-Plate Arch

* Assumed Datum

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

BROGAN CANYON BRIDGE
WILLOW CREEK ROAD (FAS B500)
MALHEUR COUNTY

COMPILED BY: GENE M. FINLEY	DATE: APRIL 14, 1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR( )
Discharge	cfs	650	950	1350	610
	m^3/s				
Frequency — yrs.		25	100	500	20
H.W. Elevation Natural Channel	ft.	94.2 *	94.8 *	95.5 *	94.1 *
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	14.5	16.8	20.0	
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 27-Foot Long Bridge
Single Span
W/Vertical Abutments

* Assumed Datum

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

BROGAN CANYON BRIDGE
WILLOW CREEK ROAD(FAS B500)
MALHEUR COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	APRIL 14, 1981

9378

See notations
No exceptions
necessary
4-22-81
Stoudenmeyer

Reconnaissance Narrative Report
Bridge Replacement, Various Locations
FAS B-500, Willow Creek Road
Road District No. 5, Ironside
Malheur County

PROJECT DESCRIPTION

The project request calls for replacement of structures over Willow Creek at the following locations:

Br. No. 23C49, Twin Bridge, Mile Point 8.67
Br. No. 23C50, Golden Eagle Mine Bridge, Mile Point 9.56
Br. No. 23C51, Bronson Bridge, Mile Point 12.19
Br. No. 23C52, Brogan Canyon, Mile Point 26.0

Also, the request calls for taper widening of the roadway section 200'± at each end of the replacement structures, placement of 12 inches of grid rolled select base and installation of guardrail at the bridge ends. Design speed of 35 mph is requested because of the existing gravel surface, restrictive right of way corridor and no plans by the Road District or County Court to place an oil mat on the route in the forseeable future.

PROJECT HISTORY

The Willow Creek Road is the major transportation link for ranchers located along the Willow Creek drainage system. Also, the route is impacted on a seasonal basis by hunters and fishermen.

The Road District and County have attempted to provide improvements on the route without benefit of FAS monies in the past. This rationale now proves to be unrealistic because of rising costs, declining revenues, the rapid deterioration of the structures and the need to establish a schedule of improvements to bring the route up to minimum standards for FAS-C.

EXISTING SITUATION

- Bridge No. 23C49, Twin Bridge, M.P. 8.67:
  Structure length, 27 foot span, 16 foot width, timber pile with timber bulkheads, timber stringers and wood deck.
  Bent 2 timber abutment is displacing because of section loss in timbers causing settlement of road approach, structure signed for 10 Tons. Pictures of structure on file with Bridge Engineer.

  Recommend replacement with 56 foot long by 24 foot wide prestressed reinforced concrete slab span structure, driven pile bents with steel caps, bolt on hand rails, 1½:1 riprap protected slopes for erosion control, minor revision of alignment to reduce alignment curvature from the north. Structure length may be reduced by use of vertical abutments with wing walls.

- Bridge No. 23C50, Golden Eagle Mine Bridge, M.P. 9.56:
  Structure length, 26 foot span, 15 foot width, reinforced concrete end bents, timber stringers and wood deck. End bents are deteriorating, unable to determine

REFERRED TO
____ Board ____ Stoudenmeyer ____
____ Cole __1__ Mann NM
____ Erikson ____ Watson ____
____ Hager ____ Dorn ____ Lou ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

_1_ Versteeg ____
____ Anderson ____
_2_ Christensen fw
____ Olson ____
AB Sullivan Copy
____ Terpin ____
____ Trout ____
____ Wakerlig ____

RECEIVED
MAR 26 1981
ROAD DESIGN
SECTION

DonS
Do Not File ☐
Return To ____
Bring __/__/__
Action ____

if scour is taking place, timber stringers are in bad shape (one gone, one rotating severely), decking in poor condition. Structure signed for 10 Tons. Pictures of structure on file with Bridge Engineer.

Recommend replacement with 50 foot long by 24 foot wide, prestressed reinforced concrete slab span structure, driven pile bents with steel caps, bolt on hand rails, 1½:1 riprap protected slopes for erosion protection. Structure length may be reduced by use of vertical abutments with wing walls.

– Bridge No. 23C51, Bronson Bridge, M.P. 12.19:
Structure length, 26 foot span, 16 foot width, reinforced concrete end bents, timber stringers and wood deck. Severe scour is occurring under the structure exposing the bent footings which may be caused by erosion down stream. Structure is signed for 10 Tons. Pictures are on file with the Bridge Engineer.

Recommend replacement with 50 foot long by 24 foot wide, prestressed reinforced concrete slab span structure, driven pile with steel caps, bolt on hand rails, 1½:1 riprap protected slopes for erosion protection. Structure length may be reduced by use of vertical abutments with wing walls.

– Bridge No. 23C52, Brogan Canyon Bridge, M. P. ~~26.0~~ 28.79:
Structure length, 35 foot span, 18 foot width, poorly cemented rubble wall end bents (Bent 2 is set partially on large rock and two wood piles), poorly designed steel stringers which appear to be salvaged railroad car members and wood deck. Structure is signed for 10 Tons. Pictures are on file with the Bridge Engineer.

Recommendation for replacement:

A-50 foot long by 24 foot wide prestressed reinforced concrete slab span structure, driven pile with steel caps, bolt on hand rail, 1½:1 riprap ptotected slopes. Structure length may be reduced by use of vertical abutments with wing walls.

B-Because the stream is controlled by a maximum outflow of   cfs from the Malheur Reservoir and minimal additional flow is contributed to the stream from seasonal streams, it is recommended serious study be given to the installation of an open bottom arch culvert, ARMCO steel footing design or equivalent. Careful review of the structure photo's taken in March of 1980, during runoff, will show no evidence of extreme high water or complicating problems. If there are no objectionable soil ph factors, it is felt a considerable savings could be realized by using the open bottom arch culvert.

DESIGN VARIANCE

standard for 30 ADT & 35 mph (OK)

The County Court and Road District are requesting a roadway and structure width variance of 24 feet and 25 to 50 feet of guardrail protection with elimination of the guardrail anchor at the bridge ends, in lieu of the defined standards in the Geometric Design Guide, because of the historic low ADT and low vehicular speed dictated by the gravel surface and general alignment of the entire length of Willow Creek Road.

Region 5 staff have discussed the requested variances and found the following facts:

1 - ADT appears to be very stable as there is no appreciable fluctuation since the inclusion of Willow Creek Road in the FAS System.

2 - The accepted safe speed for this route should be 35 mph based on ASSTHO definitions and OSHD Construction Manual, 1968.

3 - Generally we over design guardrail lengths on low volume, low speed roads and there is little justification for a guardrail anchor assembly. It is noted the existing structures have only minimal frail hand rails with no guardrail, yet there is no evidence of any accident.

anchors will be installed
DN

4 - It is felt the requested variances are within the spirit of intent described in the introduction of Geometric Design Standards for highways other than freeways because they appear to be consistent with the development and culture of the abutting right of way.

Region 5 recommends approval of the variance request by Malheur County and the Road District.

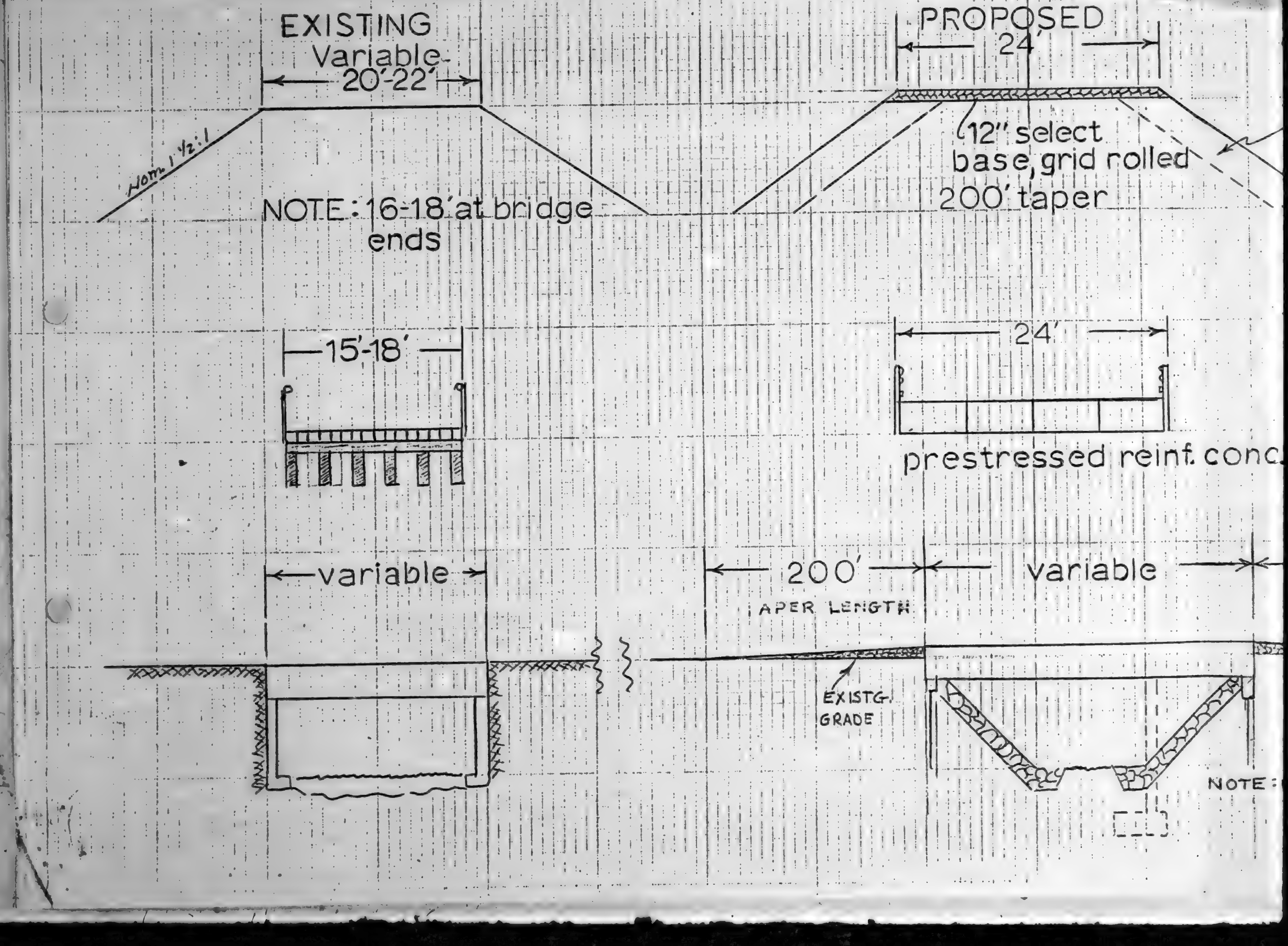
CONSTRUCTION

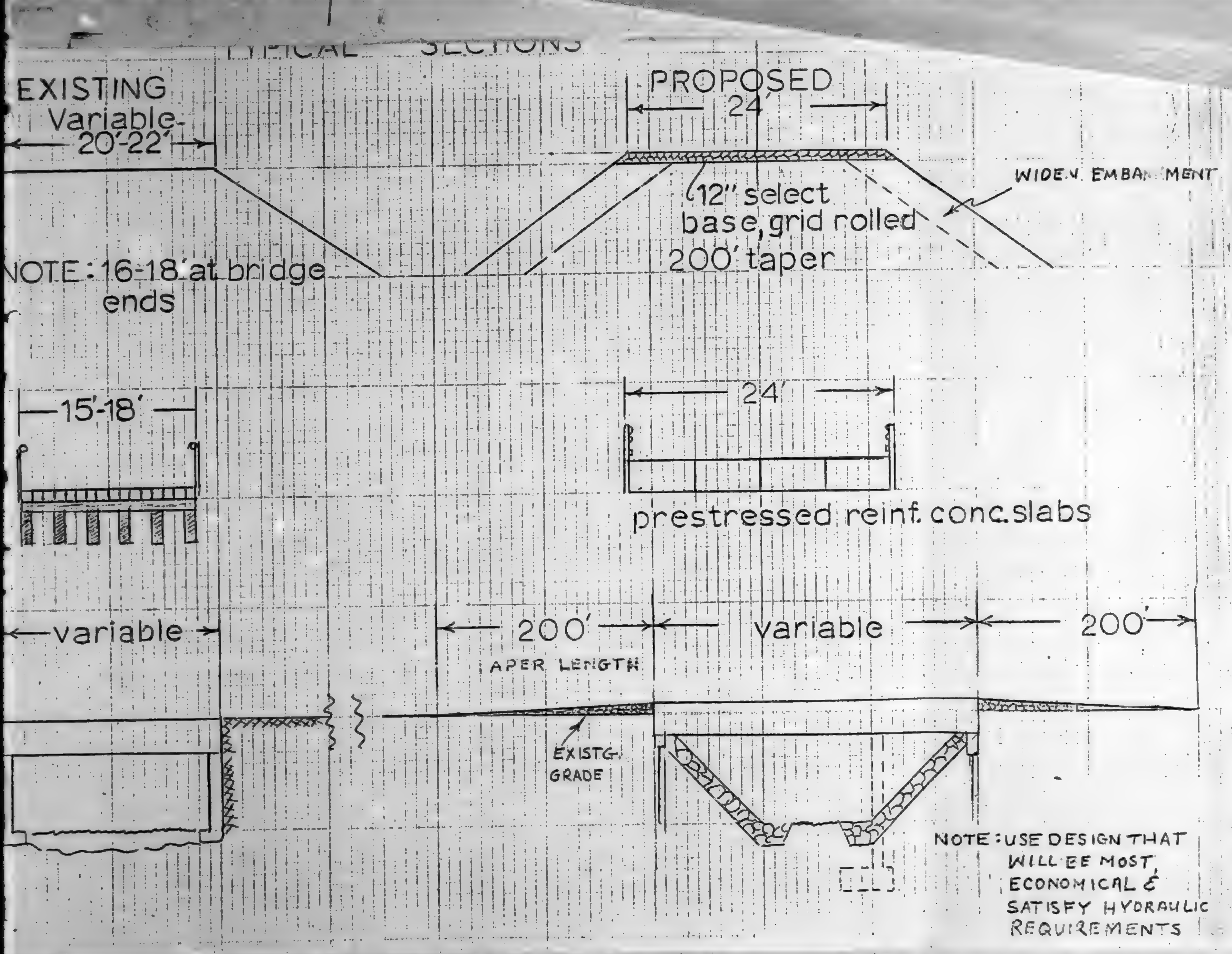
Malheur County and the Road District request preliminary engineering begin at the earliest possible date so that the structures may be advertised for construction in May of 1981. These structures are in a severe state of deterioration and every effort must be made to replace them as soon as possible.

It is also requested that innovative design concepts be considered on these structures including, but not limited to, the use of open bottom culverts of Armco or Kiaser design in an attempt to reduce the overall project cost.

Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer
August 27, 1980

TYPICAL SECTIONS


EXISTING
Variable-
20'-22'
Nom. 1½:1
NOTE: 16-18' at bridge ends
PROPOSED
24'
12" select base, grid rolled
200' taper
15'-18'
24'
prestressed reinf. conc.
variable
200'
APER LENGTH
variable
EXISTG. GRADE
NOTE:


TYPICAL SECTIONS
EXISTING
Variable-
20'-22'
NOTE: 16-18' at bridge ends
15'-18'
variable
PROPOSED
24'
12" select base, grid rolled
200' taper
WIDEN EMBANKMENT
24'
prestressed reinf. conc. slabs
200'
APER LENGTH
variable
200'
EXISTG. GRADE
NOTE: USE DESIGN THAT WILL BE MOST ECONOMICAL & SATISFY HYDRAULIC REQUIREMENTS

9398

2-3-81

Project: Willow Cr. Bridges
Willow Cr. Rd.
FAS 8500
Malheur County

Location Narrative

This location project includes four bridges which cross Willow Cr. between Brogan and Ironside. These bridges are located on a county road that serves as access for several ranches and recreational areas. The county road varies in width from approximately 18' to 24' and is basically unsurfaced with quite a few sharp curves. Maximum safe traveling speed on most of this road would be about 35 MPH. Traffic volume can vary from 10 cars per day to 200 or more during the early parts of fishing and deer hunting seasons. There is some movement of heavy equipment over this road as well as hay and cattle trucks.

In order to keep this road open to traffic we have proposed line revisions at three locations, Twin Bridge, Golden Eagle Mine and Bronson Bridge. This has been discussed with Malheur County Court and they are in agreement with those proposals. They have indicated that they would want our crew to run the necessary ties to public land subdivisions. They are aware that this will increase the cost of the survey.

A general discussion of each bridge site follows;

Brogan Canyon Bridge #23C52

This is the most downstream bridge and is located about 5 miles northwest of the town of Brogan. The present structure is a composite of 18 inch I beams, an old R.R. flatcar and a wood deck sitting on concrete rubble abutment walls. This is definitely a one way structure. As can be seen in photographs, this structure is located in a deep canyon with extremely steep walls made up of large boulders and rimrock near the top. Although this structure is located below Malheur (Willow Cr.) Reservoir there are several drainages between that contribute considerable amounts of water mostly due to water spouts. In talking to long time ranchers in the area we learned that the existing structure has been washed out several times by flash floods primarily from the Cow Cr. drainage which Joins Willow Cr. approximately 3/4 mile below Malheur Res. Dam. Basin Cr. which joins Willow Cr. approx. 6 miles above the bridge is also subject to flash flooding. The rancher also mentioned a draw coming into Willow Cr. from the east about 4 miles upstream from the bridge which is subject to water spouts and flash flooding also. We looked at this area and noted large amounts of deposited material near the mouth and quite a bit of erosion in the draw itself indicating large quantities of water coming through at times. This rancher and his wife said they had seen water completely cover the valley floor after water spouts occurred simultaneously in the above mentioned drainages.

One rancher we talked to was all in favor of a longer structure in place of the existing one. Another rancher suggested a large arch pipe, stating that water be allowed to run over the roadway in the few instances when it would get that high. We are inclined to go along with the second suggestion. A half round structural plate with concrete footings, headwalls and wingwalls would seem a good choice. We suggest structural plate with a 24 foot span and 6 foot of rise. Grouted riprap could be placed above and each way from the wingwalls and on both sides of the roadway to prevent erosion during high water or the roadway could be left unprotected due to the narrowness of the canyon. The portion that would be washed out during a flash flood would be pretty short and could be replaced in a short amount of time. Material is available to county forces nearby to replace the portion of roadway washed out. The roadbed at this crossing is made up of nearly solid rock.

It is our feeling that a concrete slab structure would not have much more waterway than the structural plate we have suggested and even with some increase water would still go over the roadway during major flashfloods. The drill log at this structure shows numerous large boulders down to the 13 foot level which will make driving piling very difficult if a structure is used.

The present roadway alignment should be maintained although the south end could be shifted downstream slightly to improve the overall alignment.

A natural detour exists just below the present structure. This can be made passable for any vehicle with a minimum amount of grading and a culvert or two. We would like to see all detour work included in one lump sum item with the pipe specified as "adequate to handle the normal flow of water" thereby making the contractor responsible for its replacement should it be washed out.

Twin Bridge #23C50

This crossing is the most upstream of the four. Prior to this past summer there were two structures here. The smaller one was located about 150 feet south of the one shown on our detail map. It was removed by county forces because of it's delapidated condition and fill material placed in the opening. It served primarily as an overflow structure and with an increase in span length of the new structure probably won't require replacement. The existing structure is made up of timber piling, wood backwalls, caps and deck.

The realignment we have shown on the detail map will allow construction of the new structure without disrupting traffic and will make a safer curve. Additional R/W will be required to do so, but should be no problem to aquire.

Drainage area and flood conditions at this structure and upstream were discussed with several ranchers in the Ironside area. They said that the highest water usually occurrs in early March when the lower snow melts. One rancher said that the highest water he could remember was last year due to a sudden warming trend and heavy rain on a substantial snow pack in the lower elevations. The water was across the county road at the first crossing below Ironside for two days. There are two 58" x 36" arch pipes at this crossing. Water was over the road for a distance of about 100 yards, however pickups were still able to get through. The ground is fairly flat on both sides of the road in this area. There was apparently no problem with the existing structures downstream.

Golden Eagle Bridge # 23C50

This structure is located 2.6 miles upstream from the Bronson Br. and 1 mile downstream from the Twin Br. The drainage area above this structure is essentially the same as for the Twin Br. The creek channel winds around considerably above the structure but straightens out somewhat below. Ice jams are apparently a problem therefore the span length should probably be lengthed to approximately 40 feet.

The roadway should be realigned just enough to allow use of the existing structure during construction. A detour here is not feasible. R/W aquisition should be no problem.

The existing structure has concrete abutment walls with wood stringers and deck.

Bronson Bridge # 23C51

This structure is located approximately 4 miles above Malheur Reservoir. It is made up of concrete abutments with wood stringers and deck.

We suggest realignment of the roadway as shown on the detail map in order to keep the existing structure open to traffic during construction. A detour cannot be easily constructed at this Bridge. A small amount of R/W will have to be obtained, but we anticipate no problem in doing so.

We discussed drainage and flood conditions with Tom Bronson, a life long resident of the immediate area. He said the major problem with water is due to ice jamming the channel beneath the existing structure. When this happens it forces the water to back up and eventually flow over the roadway to the south. It gets about 6 inches deep. A longer span would probably solve this problem. The channel above the bridge is winding and lined with brushy willows.

We suggest the use of concrete slabs set on concrete abutments with concrete piling for the new structure.

Discussion of Bid Items and Specifications:

Some flagging will be required especially during the pile driving operations. We have estimated it will take 80 hours of flagging at each structure (2 flagmen for 1 week) which should be adequate.

Guardrail lengths should be held to the minimum requirements since there is presently no guardrail anywhere on the county road.

We have shown 3/4 inch aggregate for surfacing because it will be easier to obtain and more economical. The specification for this material could be relaxed somewhat since the rest of the roadway is made up of native material.

Material necessary for embankment can be obtained near each structure. Tom Bronson owns a considerable amount of land in the area and is a member of the county road district. He has indicated he would help in any way he can to expedite the project.

As mentioned previously we would like to see the detour work at the Brogan Canyon Bridge set up on a lump sum basis. We had one project about this size a couple years ago where the embankment was paid on a cubic yard basis for the road fill and the detour. It seemed like we paid for the same material about three times before it finally hit its final resting place.

We have shown the material for the fills at the bridge ends be paid on a lump sum basis. It should be fairly easy to obtain a accurate quantity after the final alignment has been established.

A rolling specification will be adequate to cover the compaction of the fill areas. We would rather not see a minumum weight, i.e. 10 ton, but something stating that the rolling equipment must be capable of compacting the fill to the point where there is no visible deflection under the wheels of the hauling vehicles.

Unit costs for our estimate were obtained from the Cost Analysis Section and the Bridge Design Section.

A complete set of photographs for these structures can be obtained from Dick Lenz of the Hydraulics Unit.

No Material source shown for this project. The 600 cu. yd. of 3/4"-0 aggregate sub-base can be obtained from commercial sources in Vale or Ontario. The 700 cu. yd. of rip rap can be obtained in Brogan Canyon or from private property along Willow Creek road.

Utilities:

There is one power pole at the Twin Bridge which will have to be relocated.

Right of Way:

There haven't been any ties to section corners (public land subdivisions) at this time. Have done some checking on land surveys at both Malheur County Court House and BLM office. It appears at this time that quite a bit of field work will be required to establish these subdivisions. There are three locations where additional R/W will be needed where we have proposed changes in alignment.

Form [illegible] 108

Job No. 1 3

Willow Cr. Bridges — Estimate of Quantities

DRW 1-13 81

No.	Item	Quantity	Unit	Unit Price	Amount
1	Mobilization	1.00	Lump Sum	29,645.00	29,645.00
2	Temp. Protection & Dir. of Traffic	1.00	Lump Sum	4,447.00	4,447.00
3	Temporary Signs	288	Sq. Ft.	6.00	1,728.00
4	Temporary Barricades	6	Each	125.00	750.00
5	Flagmen	320	Hour	27.50	8,800.00
6	Clearing & Grubbing	1.00	Lump Sum	1,000.00	1,000.00
7	Removal of Structures & Obstructions	1.00	Lump Sum	2,400.00	2,400.00
8	Embankment in Place	1.00	Lump Sum	12,000.00	12,000.00
9	Finishing Roadbed & Slopes	1.00	Lump Sum	5,000.00	5,000.00
10	Watering	100	M-Gal.	10.00	1,000.00
11	3/4"-0 Aggregate Sub-Base	600	Cu. Yd.	20.00	12,000.00
12	Loose Riprap Class 700	700	Cu. Yd.	18.00	12,600.00
13	Type 1 Fence	685	Lin. Ft.	4.00	2,740.00
14	Type 3 Guard Rail	288	Lin. Ft.	35.00	10,080.00

Willow Cr. Bridges - Estimate of Quantities
DRW 1-13 81

No.	Item	Quantity	Unit	Unit Price	Amount
15	Type C End Pieces	16	Each	100.00	1,600.00
16	Type I Anchors	8	Each	350.00	2,800.00
	Bridge No. 23C49 (Twin Bridges)				
17	Bridge Removal Work (16 x 35'x 94/ft2)	1.00	Lump Sum	1,600.00	1,600.00
18	Structure	1.00	Lump Sum	52,800.00	52,800.00
	Bridge No. 23C50 (Golden Eagle Mine Bridge)				
19	Bridge Removal Work	1.00	Lump Sum	1,472.00	1,472.00
20	Structure	1.00	Lump Sum	52,800.00	52,800.00
	Bridge No. 23C51 (Bronson Bridge)				
21	Bridge Removal Work	1.00	Lump Sum	1,600.00	1,600.00
22	Structure	1.00	Lump Sum	59,400.00	59,400.00
	Bridge No. 23C52 (Brogan Canyon Bridge)				
23	Detour (Construct & Remove)	1.00	Lump Sum	1,500.00	1,500.00

Form 734-[illegible]

Job No.

3 3

OREGON STATE HIGHWAY DEPARTMENT

Willow Cr. Bridges – Estimate of Quantities

DRW 1-13 81 [illegible]

No.	Item	Quantity	Unit	Unit Price	Amount
24	Concrete in Footings Class 3,300 (50 C.Y. × 350)	1.00	Lump Sum	17,500.00	17,500.00
25	24' x 6' 11" Multi-Plate Arch Pipe	68	Lin. Ft.	460.00	31,280.00
28	Type 2A Guard Rail	100	Lin. Ft.	20.00	2,000.00
	Total of Bid Items				330,542.00
	Engineering & Contingencies (20%)				66,108.00
	Grand Total Estimated Project				396,650.00

9398

October 21, 1980

AGR 4-2

Malheur County Court
Courthouse
Vale, OR 97918

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2384

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning preliminary engineering and construction of four bridges, namely, Twin, Golden Eagle Mine, Bronson, and Brogan Canyon, on Willow Creek Road in Malheur County.

We have retained one fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 29, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: FAS-C Project
4 Bridges
Ironside Road District No. 5
Malheur County
FAS 500

Malheur County in behalf of Ironside Road District No. 5 is requesting the replacement of the following 4 bridges; 1) Willow Creek (Twin) Bridge # 23C49; 2) Willow Creek (Golden Eagle Mine) Bridge # 23C50; 3) Willow Creek (Bronson) Bridge # 23C51; 4) and Willow Creek (Brogan Canyon) Bridge # 23C52. These bridges are each to be 24-feet wide. No additional right-of-way. Engineering by State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Malheur Co. (Ironside Rd) (District #5)	Willow Creek (Twin, Goldon Eagle Mine, Bronson and Brogan Canyon) Bridges	$446,300	$392,740	$26,780	$26,780

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H. S. Coulter
H. S. Coulter
State Highway Engineer

Date 8/29/80

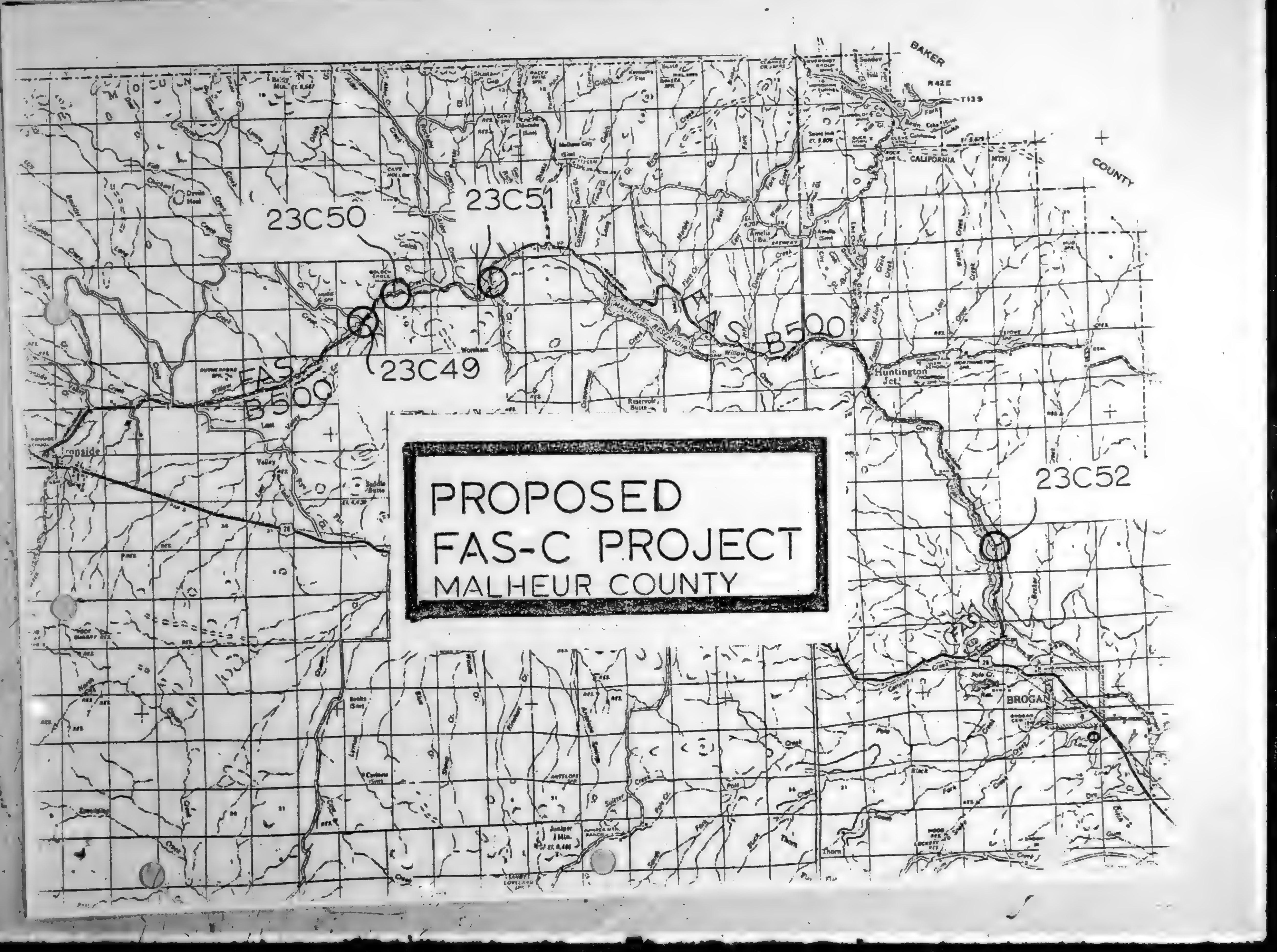
HR:pf
Attachment

8/29 to [illegible]

[illegible] report

Contains Recycled Materials
81-125-1387

SP*75683-125



PROPOSED
FAS-C PROJECT
MALHEUR COUNTY

23C50
23C51
23C49
23C52
FAS B500
FAS B500
FAS
Ironside
Huntington Jct.
BROGAN
MALHEUR RESERVOIR
Worsham
Reservoir Butte
Saddle Butte
Valley
Willow
Cottonwood
Amelia
CALIFORNIA
MTN.
BAKER
COUNTY
R42E
T13S
Juniper Mtn.
Devils Hole
Canyon
Pole Cr.
Thorn
Becker
Creek

9398 2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT- HWY DIV

NOTED
H. S. COULTER

PROJECT TITLE: Willow Creek Bridges

DATE: 10/7/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 8 -'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
eg. 5 Engr.: W.E. Schwartz
ist. 14 Engr.: C.D. Hiatt

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8009 2 200

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD
9-8-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
SEP 10 1980
DIVISION OF STATE LANDS

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8009 2 200

Due Date: OCT 03 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

OCT 3 1980

Project #: 8009 2 200

Due Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the Willow Creek Bridge Replacement Project in Malheur County. However, we do request that there be no equipment operation in the actively flowing stream. We also recommend that there be no filling within the stream channel.

Agency Fish & Wildlife By

ENVIRONMENTAL MANAGEMENT SECTION 10/3/80

9398 10-1-80 FAS B500

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Willow Creek Bridges

HIGHWAY NAME: Willow Creek Road

HIGHWAY NUMBER: FAS-C B-500

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	14	Malheur	

LENGTH

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Malheur County/Road District No. 5

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☐ PAVING ☒ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The following bridges over Willow Creek have deteriorated to a stage requiring replacement and 10 Ton Load Limit.

#23C49, Twin Bridge, M.P. 8.67
#23C50, Golden Eagle Mine Bridge, M.P. 9.56
#23C51, Bronson Bridge, M.P. 12.19
#23C52, Brogan Canyon Bridge, M.P. 28.79

Widening, grading, placement of grid rolled select base and guardrail at bridge ends.

REFERRED TO
Board
Stoudenmeyer
Cole ✓
Mann
Erikson
Watson
Dorn
Lou
Hagel
Discuss
Do
File Copy
Due
Seford
FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Gibson
Sullivan
Tomlin
Trost
4 Wakenig

RECEIVED
OCT 06 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up __/__/__
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 35 - 50

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35 MPH

DESIGN STANDARDS: AASHTO Min

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

ADT has remained static since inclusion of the route into the FAS system.

APPROVED
Location Engineer
Date 10/1/80

FORM 734-1730 (12-78) Page 1

FEATURE	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	*2 - 9 - 11	2 - 12
SHOULDERS	N/A	N/A
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:	*structures are one lane gravel surface roadway	

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River Willow Creek	☒	☐	☐
Stream	☐	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	**☒	☐	☐
Simple Acquisition	**☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

**County/Road District

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

[illegible]

[illegible] R/W

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	*☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☐	☒	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review with County/Road District	☒	☐	☐

Type ____________

*Categorical exclusion requested

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	(--)	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	(--)	N/A
CORRIDOR APPROVAL	(--)	N/A
FIELD SURVEY	( )	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	4.0

RECOMMENDED CONSTRUCTION DATE June 1981 (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
12" grid rolled select base, taper 200' from structure		XX

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

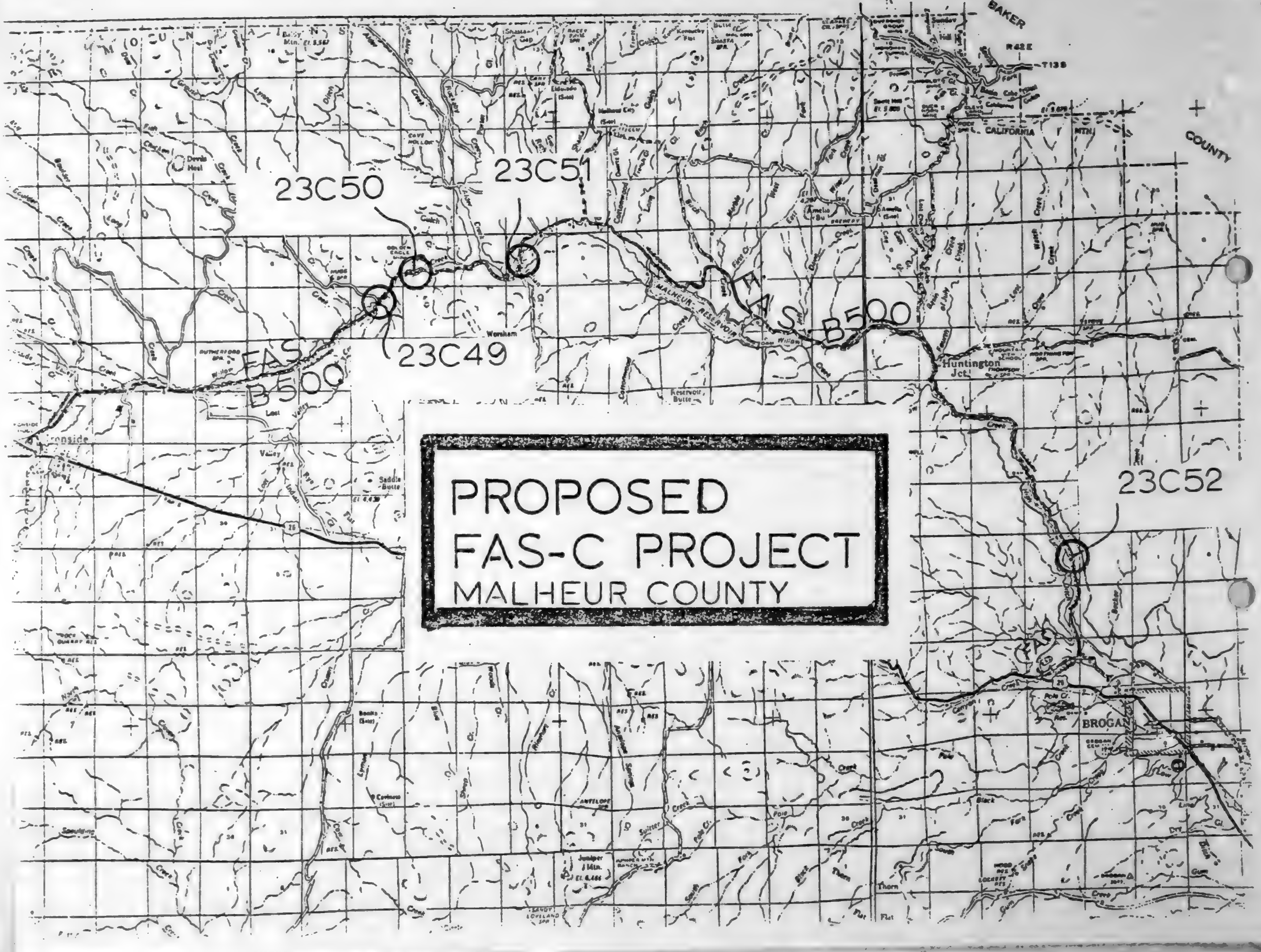
	REGION	SALEM
PRELIMINARY ENGINEERING	$65,800*	65,800
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	
ILLUMINATION	0	
STRUCTURES	222,480	220.000
RAILROAD	0	
ROADWAY	60,700	60.700
OTHER		
ENGINEERING & CONTINGENCIES 40%	113,272	112.280
PROJECT TOTAL	$462,252	458.780

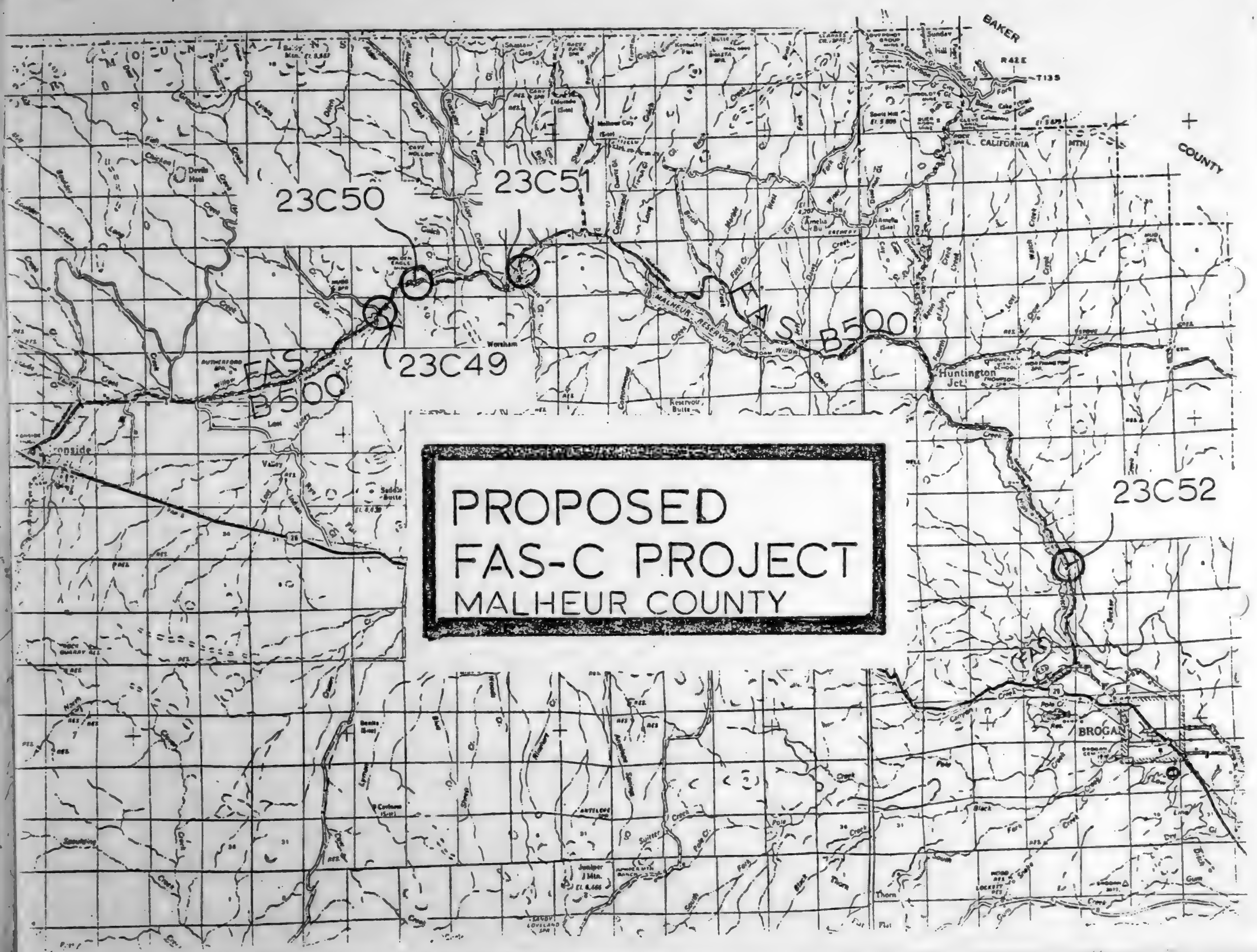
*Total includes $16,000 Free Bridge Design

NOTE: County Court and Road District request study of culvert installations in lieu of bridges.

SUBMITTED BY ____________________

Roger C. Lang, Region Federal Aid Engineer

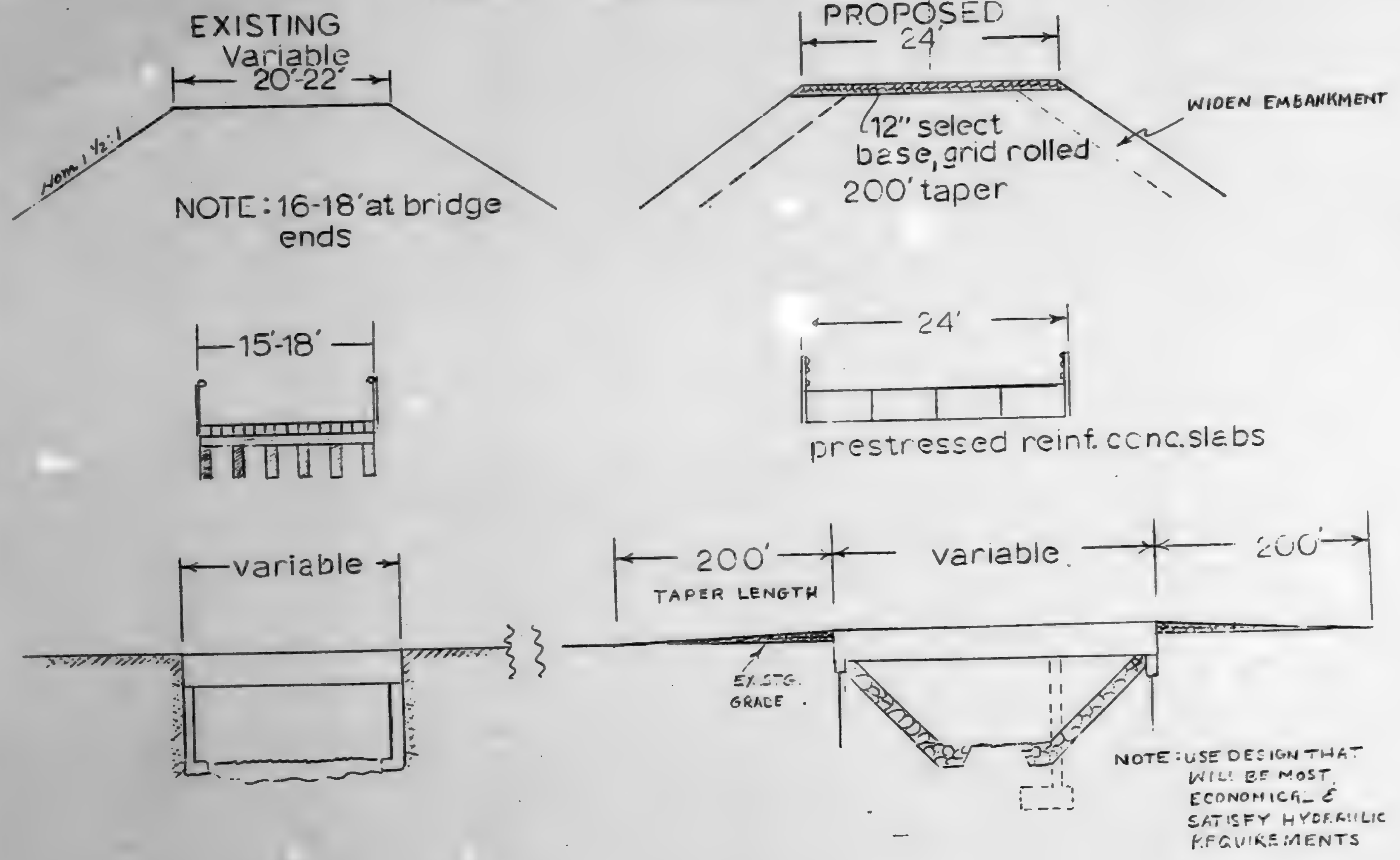

PROPOSED
FAS-C PROJECT
MALHEUR COUNTY
23C50
23C51
23C49
23C52
FAS B500
FAS B500
BAKER
COUNTY
R42E
T13S
CALIFORNIA
MTN
MALHEUR RESERVOIR
Huntington Jct.
BROGAN
Ironside
Worsham



PROPOSED
FAS-C PROJECT
MALHEUR COUNTY

23C50
23C51
23C49
23C52
FAS
B500
FAS B500
FAS
BAKER
COUNTY
CALIFORNIA
MTN
Huntington Jct.
MALHEUR RESERVOIR
Ironside
BROGAN
Worsham
R42E
T13S

TYPICAL SECTIONS


EXISTING
Variable
20'-22'
Nom. 1½:1
NOTE: 16-18' at bridge ends
15'-18'
variable
PROPOSED
24'
12" select base, grid rolled
200' taper
WIDEN EMBANKMENT
24'
prestressed reinf. conc. slabs
200'
TAPER LENGTH
variable
200'
EX. STG. GRADE
NOTE: USE DESIGN THAT WILL BE MOST ECONOMICAL & SATISFY HYDRAULIC REQUIREMENTS

9398

2

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-16-80

FEDERAL AID PROJECT NO.
BS-500(2)

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00138

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 25 '80
REFER TO
Moehring
FOR
Info | Inves | File

9-25
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
9/16/80

FEDERAL ROUTE NUMBER
Secondary B 500

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

Willow Creek Bridges

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salavage and utility preparatory work TEC $65,800
☐ OTHER (Specify) F.F. $58,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 9/15/80.

DATE
9/16/80

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

9398 9-15-80

TO: G.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRA[illegible]ORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., 2.2 mi. NW of Brogan, W. 20 mi. "Willow Creek Bridges Sec."	075	00138	RS-B500(2)	B500	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

Malheur (045)

A-95 Review:

PNRS #8009-2-200

State Cl. Ho. .... Exempt___ Date Approved____________

Dist. 14 Cl. Ho. ..... Exempt___ Date Approved____________ No Reply___

Project Environmental Assessment: FHWA Concurrence Dated September 10, 1980

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major___(None)

1-EIS___ 2-Draft Assessment & FONSI___ 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 2.

(2) ____________________

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 65,800
FF	$ 58,000
STATE	$ 3,900
Co.	$ 3,900

For PR-37:

Field Phase	$
PS&E Phase	$

88.15%

REMARKS: 1) Attached is a copy of Authority for Survey, project maps and Reconnaissance Narrative Report.

JLG:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
9/15/80	D. E. Swan Original Signed By D. E. Swan	Operation Programming Engineer

CC: H. REYNOLDSON.

Form FHWA 121 (1/80)

9398

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Oregon Project RS-B500(-), Malheur County
Willow Creek (Twin Br., Golden Eagle
Mine Br., Bronson Br., & Brogan Canyon Br.

Date: September 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your September 9, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

P.V. Riede
G. L. Green
for

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg V)

Environmental Section
September 12, 1980

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
C. T. Keasey
W. J. Hart
J. H. Versteeg (4)
F. E. Terpin
Surfacing Design
W. E. Schwartz
John Preston
Vernal Moore
Dale Hiatt
Phil Llewelyn
R. H. Prange
B. L. Gifford (2)

Bp

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

RS-B500(-)

A. Project Identification:

Section Willow Creek (Twin Br., Golden Eagle Mine Br., Bronson Br. & Brogan Canyon Br)
Highway FAS 23-121
County Malheur
Region 5
(Attach Sketch Map)

Date 8/28/80
City
Hwy. No. FAS B500
8.67 & 9.56
Begin M.P. 12.19 & 28.95 Length
Program Estimate $500,000
Funding Source FAS-C

B. Purpose, Need, and Description of Project (Describe Alternatives):
The replacement construction of four badly deteriorating bridges across Willow Creek on the Willow Creek Road between Brogan and Ironside. The replacement would be with clear span prestressed reinforced concrete slabs with bolt on rail. The request also calls for taper widening of the roadway section 200 plus feet at each end of the replacement structures, with the replacement of 12 inches of grid rolled select base and the installation of guardrail at bridge ends. The Willow Creek Road is the major transportation link for area ranchers plus heavy seasonal use by hunting and fishing recreational traffic (particularly at Malheur Reservoir).

C. Recommended Project Category and Documentation:

Project Category	Documentation
______ 1	Draft and Final EIS
______ 2	Environmental Assessment and Finding of No Significant Impact
XX 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:
The proposed project is limited in scope with only minimal right-of-way acquisition, and littl or no adverse impacts on the physical and human environment. Recommended type of action is category 3, non-major.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	gravel	gravel
Average Daily Traffic (Volume/Year)	< 100 ADT	< 100 ADT
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)		35 MPH

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Minimal	Right-of-way acquisition centers on R/W requirements for detours and/or some possible minor realignment, and would be obtained by donation from affected property owners.
Estimated Number of Parcels	<5	
Residential Relocation (No.)	-0-	
Business Relocation (No.)	-0-	

2. Estimated Impact on Land Use:

No impact on adjacent land uses. The project is simply bridge replacements in a rural area.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on traffic volumes, flows and patterns. Safety will be improved for local farming residents and recreational traffic tied to Malheur Reservoir.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Minimal impact on Willow Creek. The project area is situated in a semiarid area of Malheur County with Willow Creek producing little or no flow during the late summer-fall period. A construction schedule during this period would produce little or no impacts on the stream.

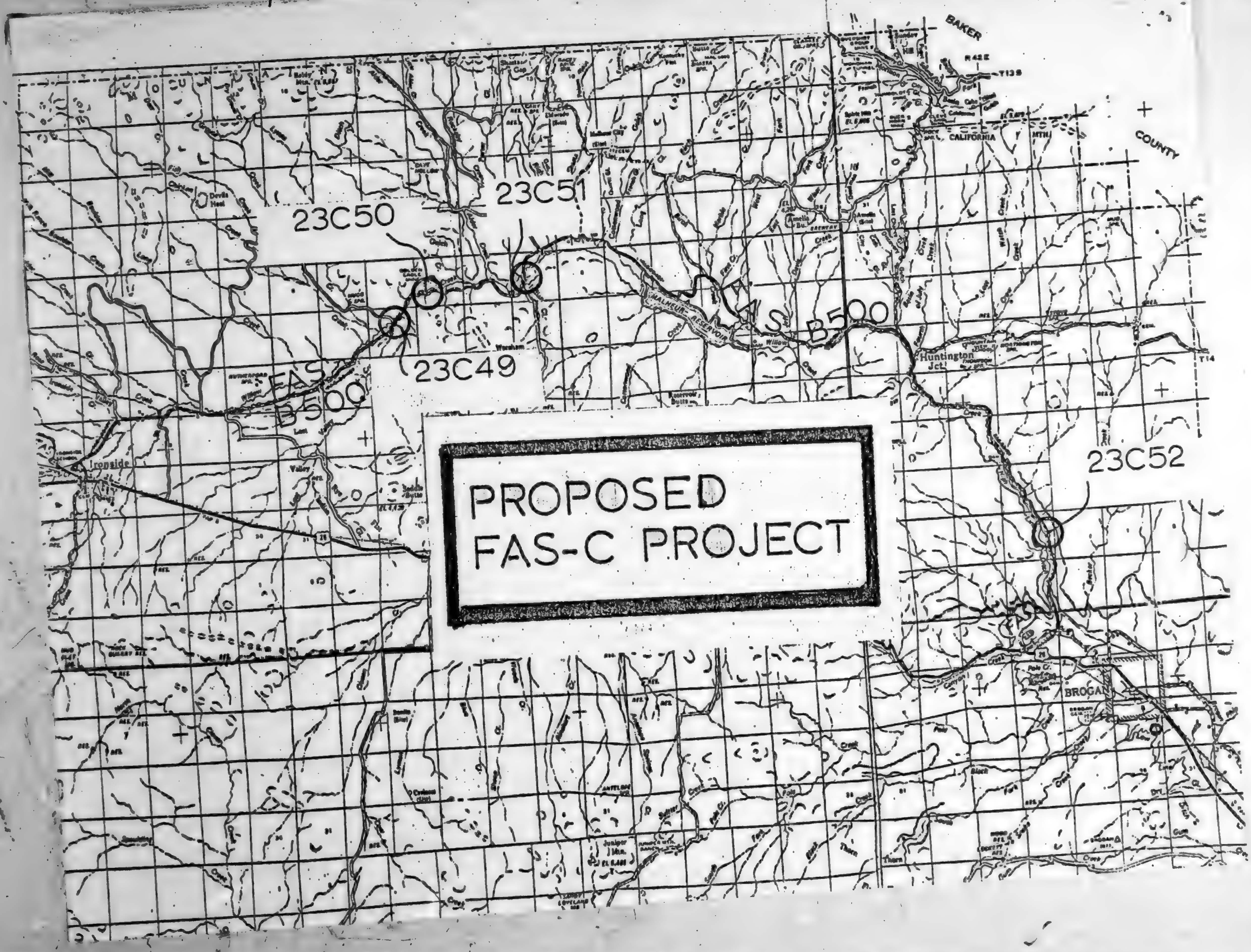
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

The old Golden Eagle Mine is located near one of the bridges, but will not be affected by project activities. While a potential for archeological sites exists in the area, previous cultural disturbances (agriculture, grazing, irrigation facilities, mining and road construction) in immediate area of the bridge sites should preclude any adverse impacts on such resources by the project.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

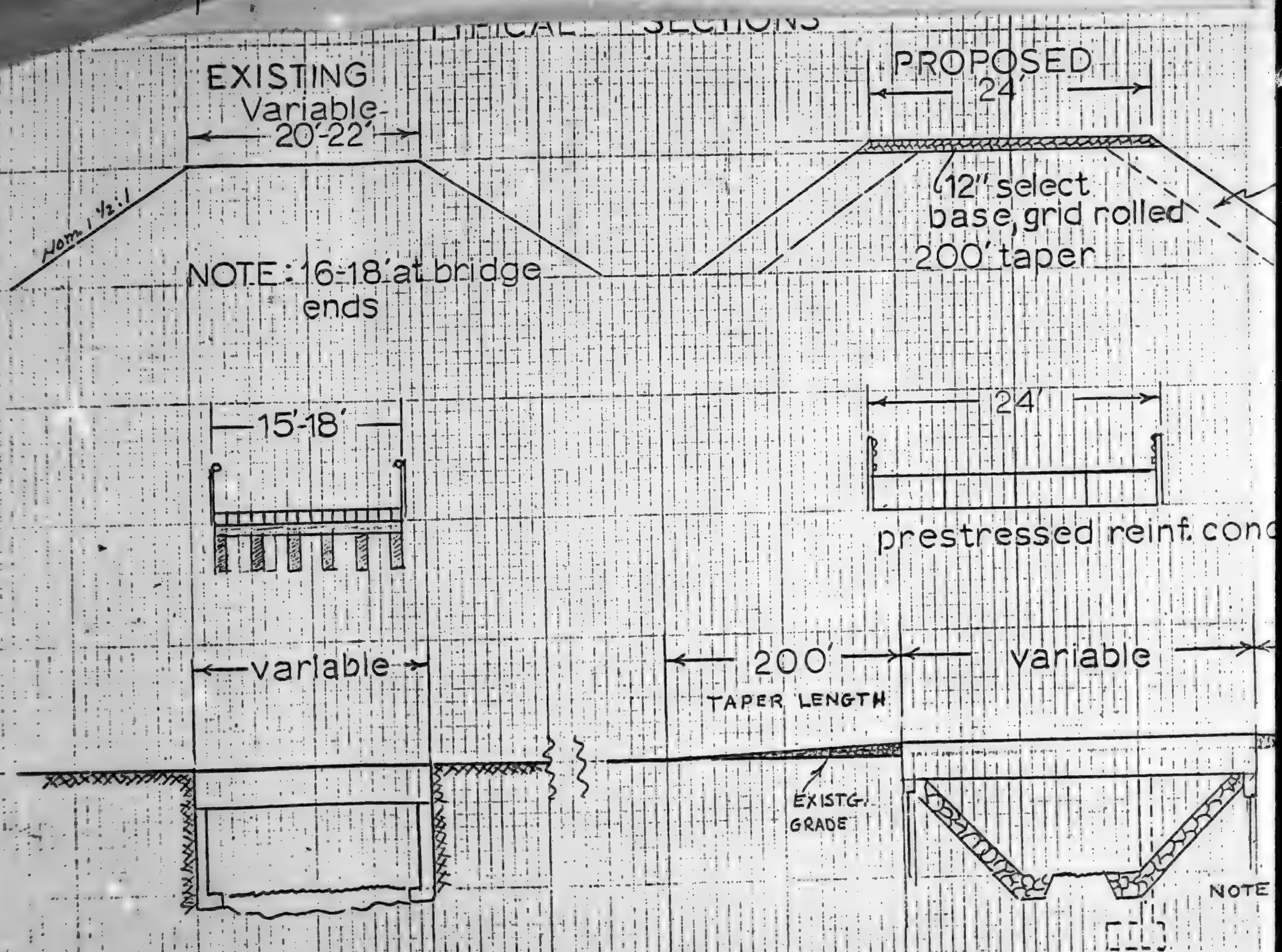
None

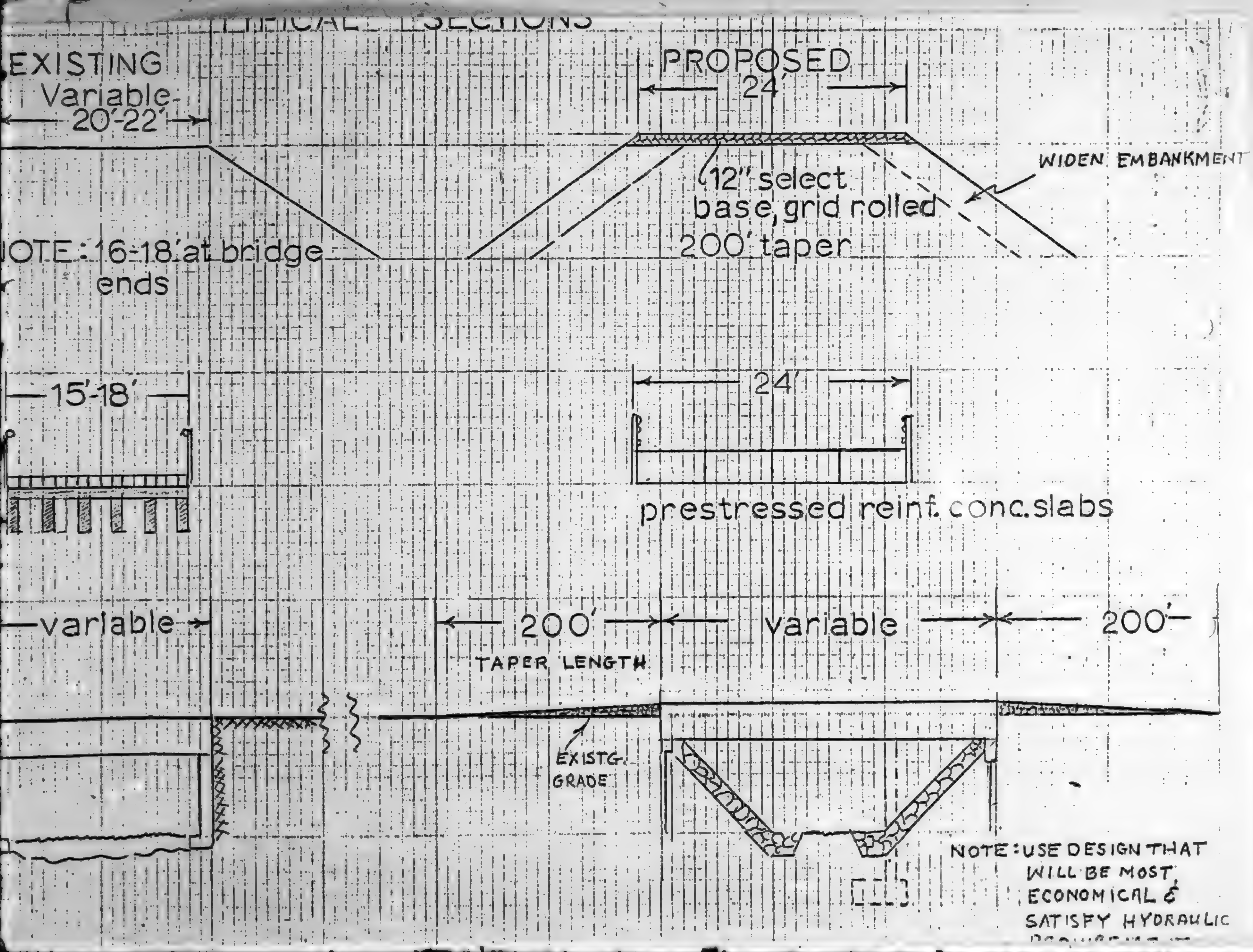
Name of Preparer and Phone Number: John Preston 963-3177



PROPOSED
FAS-C PROJECT

23C50
23C51
23C49
23C52
FAS B500
FAS B500
Ironside
Malheur Reservoir
Huntington Jct.
Brogan
California
Baker County


ICAL SECTIONS
EXISTING
Variable-
20'-22'
Nom. 1 1/2:1
NOTE: 16-18' at bridge ends
PROPOSED
24'
12" select base, grid rolled
200' taper
15'-18'
24'
prestressed reinf. conc
variable
200'
TAPER LENGTH
variable
EXISTG. GRADE
NOTE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Variable
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ends
15'-18'
24'
prestressed reinf. conc. slabs
variable
200'
TAPER LENGTH
variable
200'
EXISTG.
GRADE
NOTE: USE DESIGN THAT
WILL BE MOST
ECONOMICAL &
SATISFY HYDRAULIC

9398

September 9, 1980

ACC

Malheur County Court
Courthouse
Vale, Oregon 97918

Attn: Honorable E. M. Sewell
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Willow Creek (Twin, Golden Eagle, Bronson and Oregon Canyon) Bridges, FAS-8500.

Financial sharing of the preliminary engineering is:

Total P.E.	$49,800
Federal Funds	43,820
BALANCE	$ 5,980

Local Share:
1/2 of $59,80✓ = $2,990

By rounding the County's Advance Deposit will be $3,000.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Called in
Rec'd Ad. Dep
Roger Lang
9-16-80
JR

Very truly yours,

RHP
for D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 812: Vern Skoog - Please return completed Ad # 812 when funds are received.
Roger Lang, Region 5 Federal Aid Engineer

9398

(#2)

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6

September 8, 1980

TO
Executive Department
Federal Aid Coordination Unit

Ida-Ore Regional Planning and
Development Assn., Inc.
P.O. Box 311
Weiser, Idaho 83672

D E Swan

FROM
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 14
Section: Willow Creek Bridges
Highway: Willow Cr. Co. Rd. FAS-B500
County: Malheur

Noted
H. S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 10, 1980.

BLG:dmc
Attachments
cc:
G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 5 Engr: W.E. Schwartz
Dis. 14 Engr: C.D. Hiatt
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 8 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Willow Creek Bridges			
11	12] PROJECT LOCATION—CITY Willow Cr. Co. Rd. FAS-B500	PROJECT LOCATION—COUNTY Malheur	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The replacement construction of four badly deteriorating bridges across
06 12] Willow Creek on the Willow Creek Road between Brogan and Ironside. The replacement would be with clear span prestressed reinforced concrete [71
07 12] slabs with bolt on rail. The request also calls for taper widening of the roadway section 200 plus feet at each end of the replacement [71
08 12] structures, with the replacement of 12 inches of grid rolled select base and the installation of guardrail at bridge ends. [71
09 12] [71
10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	393,149	---	26,425	26,425	---	446,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: September 8, 1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	October	10	1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: September 8, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section Willow Creek (Twin Br., Golden Eagle Mine Br., Bronson Br. & Brogan Canyon Br)
Highway FAS B500
County Malheur
Region 5
(Attach Sketch Map)

Date 8/28/80
City
Hwy. No. FAS B500
Begin M.P. ~~8.67 & 9.56~~ 12.19 & 28.95
Length
Program Estimate $446,252
Funding Source FAS

B. Purpose, Need, and Description of Project (Describe Alternatives):

The replacement construction of four badly deteriorating bridges across Willow Creek on the Willow Creek Road between Brogan and Ironside. The replacement would be with clear span prestressed reinforced concrete slabs with bolt on rail. The request also calls for taper widening of the roadway section 200 plus feet at each end of the replacement structures, with the replacement of 12 inches of grid rolled select base and the installation of guardrail at bridge ends. The Willow Creek Road is the major transportation link for area ranchers plus heavy seasonal use by hunting and fishing recreational traffic (particularly at Malheur Reservoir).

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
XX 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

The proposed project is limited in scope with only minimal right-of-way acquisition, and littl or no adverse impacts on the physical and human environment. Recommended type of action is category 3, non-major.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	gravel	gravel
Average Daily Traffic (Volume/Year)	< 100 ADT	< 100 ADT
Alignment (New, Combined, Existing)		existing
Speeds (Posted/Estimated)		55 MPH

Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres Minimal
Estimated Number of Parcels <5
Residential Relocation (No.) -0-
Business Relocation (No.) -0-

Right-of-way acquisition centers on R/W requirements for detours and/or some possible minor realignment, and would be obtained by donation from affected property owners.

2. Estimated Impact on Land Use:

No impact on adjacent land uses. The project is simply bridge replacements in a rural area.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on traffic volumes, flows and patterns. Safety will be improved for local farming residents and recreational traffic tied to Malheur Reservoir.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

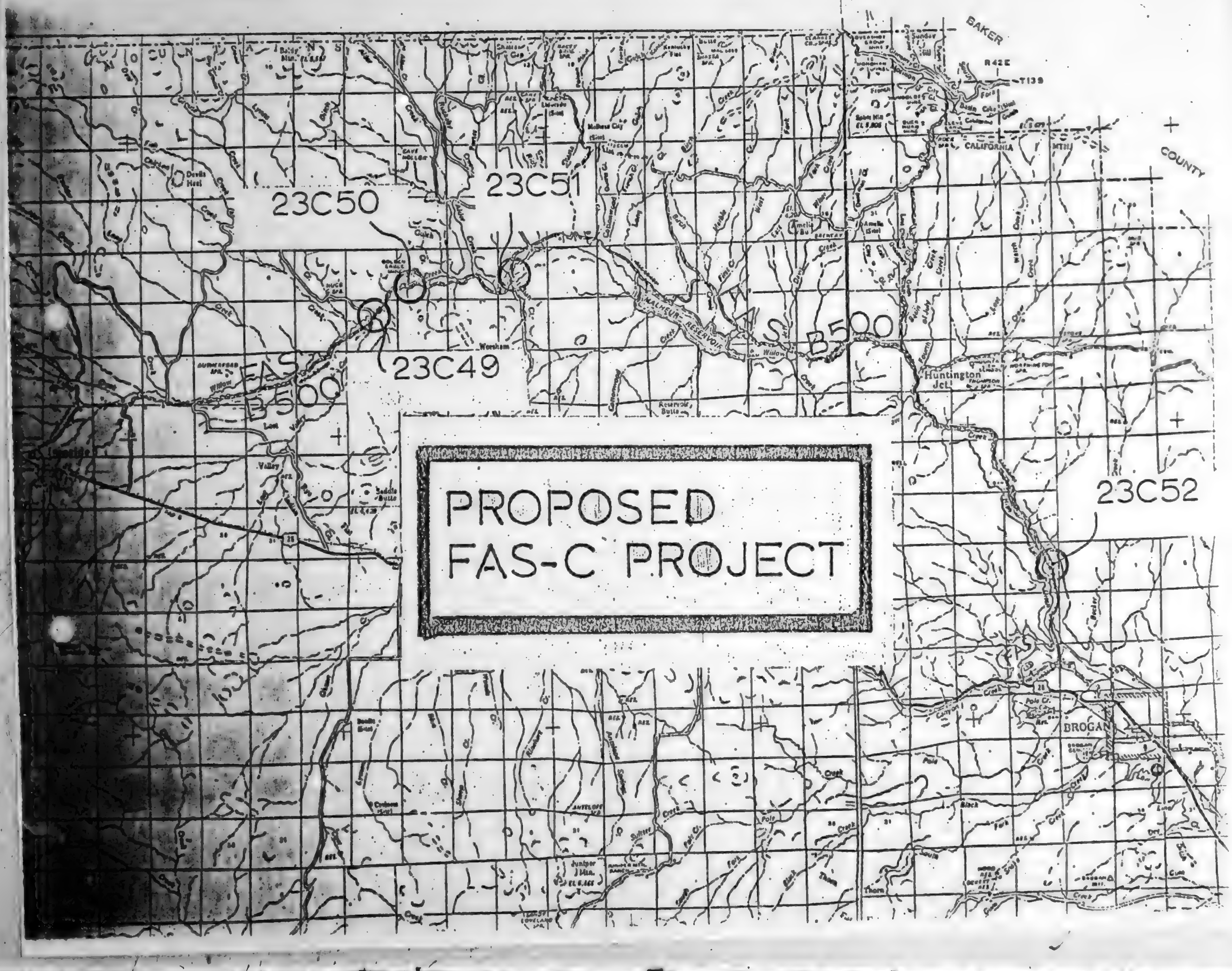
Minimal impact on Willow Creek. The project area is situated in a semiarid area of Malheur County with Willow Creek producing little or no flow during the late summer-fall period. A construction schedule during this period would produce little or no impacts on the stream.

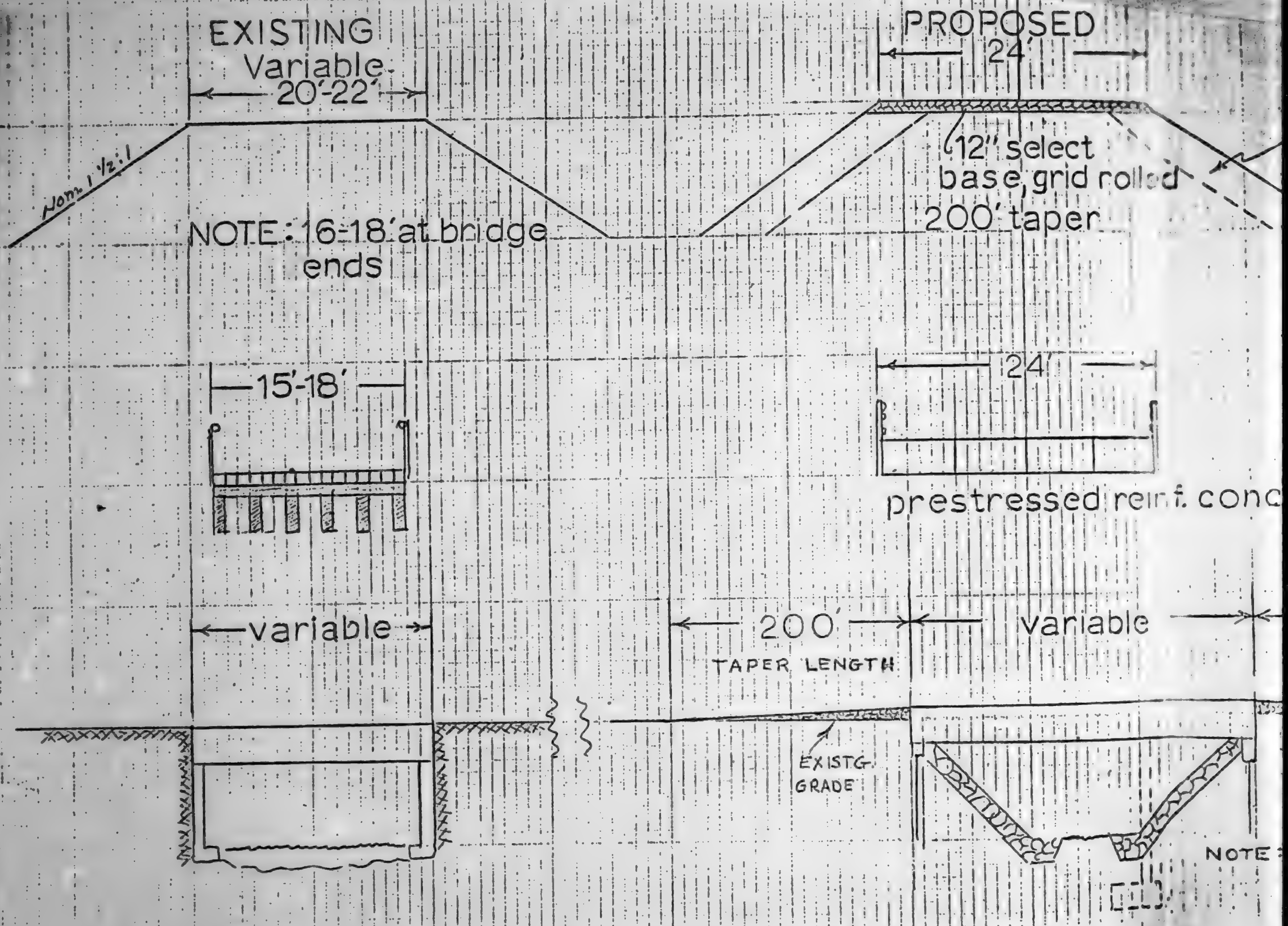
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

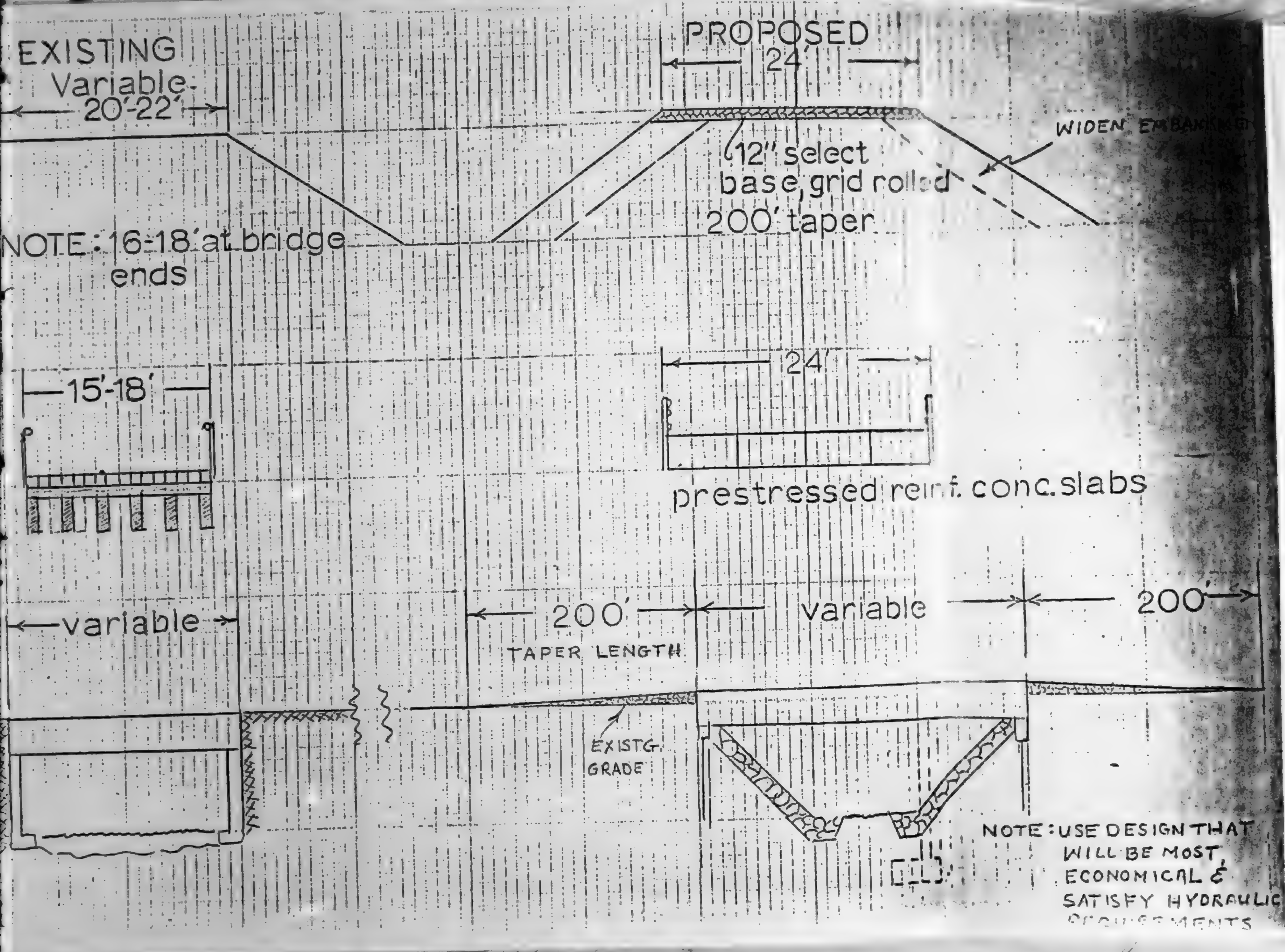
The old Golden Eagle Mine is located near one of the bridges, but will not be affected by project activities. While a potential for archeological sites exists in the area, previous cultural disturbances (agriculture, grazing, irrigation facilities, mining and road construction) in immediate area of the bridge sites should preclude any adverse impacts on such resources by the project.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None


PROPOSED
FAS-C PROJECT
23C49
23C50
23C51
23C52
FAS B500
FAS B500
MALHEUR RESERVOIR
Worsham
Huntington Jct.
BROGAN
BAKER
COUNTY
CALIFORNIA
R42E
T13S


EXISTING
Variable
20'-22'
Nom. 1 1/2:1
NOTE: 16-18' at bridge ends
15'-18'
variable
PROPOSED
24'
12" select base, grid rolled
200' taper
24'
prestressed reinf. conc
200'
TAPER LENGTH
variable
EXISTG. GRADE
NOTE:


EXISTING
Variable 20'-22'
NOTE: 16-18' at bridge ends
PROPOSED 24'
12" select base, grid rolled
200' taper
WIDEN EMBANKMENT
15'-18'
24'
prestressed reinf. conc. slabs
variable
200'
TAPER LENGTH
variable
200'
EXISTG. GRADE
NOTE: USE DESIGN THAT WILL BE MOST ECONOMICAL & SATISFY HYDRAULIC REQUIREMENTS

9398

9-3-80

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Blind Slough (Barendse Road) Bridge, FAS-A736 Bridge Repair Clatsop County	$ 42,000	$ 36,960	$ 2,520	$ 2,520	8-26-80
Willow Creek (Twin, Goldon Eagle Mine, Bronson and Brogan Canyon) Bridges, Malheur Co. (Ironside Road District No. 5)	446,300	392,740	26,780	26,780	8-29-80
FAI-X PROJECT					
Arterial Street Overlay Program No. 2 Portland	1,450,000	1,232,500	130,500	87,000	8-14-80
SOS PROJECTS					
Bonnie Lure Park Br. SOS-0300(7) Clackamas Co.		CANCELLATION			8-13-80
Jct. Skogan Rd. at 362nd Drive SOS-0300(8) Clackamas Co.		(INCREASE AUTHORIZATION)			8-13-80

September 3, 1980

H. S. Coulter
State Highway Engineer

9398

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: August 27, 1980

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Willow Creek Bridge Replacement
Twin, Golden Eagle, Bronson and Brogan Canyon Bridges
FAS B-500, Willow Creek Road
Road District No. 5, Ironside
Malheur County

Enclosed is a project request received from Road District No. 5 and Malheur County concerning the replacement of four bridges on Willow Creek Road which are rapidly deteriorating.

Also enclosed is an Authority for Survey showing the anticipated preliminary engineering charges, which have been cleared with the individual sections; a reconnaissance narrative describing the individual situations; and Location Prospectus.

Copies of the project request and the reconnaissance narrative are being forwarded to FHWA, Design, Bridge and the Location Section because of the variance in bridge width requested by the County and Road District. The concept of 24 foot structure widths have been discussed with Dave Carter, Area Engineer, FHWA who agrees with the variance concept. Please take the necessary steps to obtain formal concurrence.

Also, please note the County is asking for advancement of FAS funds to accomplish the project and wish to have the structures under contract no later than June of 1981.

These bridges are in terrible shape and we need to begin field surveys at the earliest possible time. I advised the Court and Road District we would do everything possible to speed up the project development.

John Preston, Region Environmentalist, agrees to the categorical exclusion identification and it will be forwarded through channels by Thursday.

Please advise if you need additional information.

RCL/vt
Enc.
cc: Dave Carter, w/enc.
Hal Versteeg "
W. J. Hart "
F. E. Terpin "
Bob Ewen "
P. F. Burnett w/enc.

Please Expedite DES

FEDERAL AID PROJECT REQUEST

Date August 26, 1980

Applicant Agency Malheur County

Request for: Off-System____, FAS-C X , FAUS____ Project

Federal Aid Route No. B500 Route Name Willow Creek Road

Project Name Willow Creek (Twin Br., Golden Eagle Mine Br., Bronson Br. & Brogan Canyon Br.) Section

Project Length Spot improvements Project Location (Attach sketch map)

Project Description Replacement construction of four bridges on Willow Creek Road from Mile Point 8.7 to Mile Point ~~26.0~~ 28.8, clear span prestressed reinforced concrete slabs with bolt on rail

Average Daily Traffic 30-50 Design Speed 35 mph
Based on 1978 Data

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20-22 Travel Lanes 2 Shoulders N/A

Medians None Parking____

Sidewalks None

Remarks Roadway section narrows at ends of bridges, see data under item V

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders____

Medians None Parking____

Curbed None Length Curb Radii N/A

Sidewalk/Bikeway____

Remarks Widen approaches to reconstructed bridges, 200' taper ± on each end

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No X

Remarks Anticipated required R/W for detours and/or possible realignment will be obtained by donation from affected property owners.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N/A

2. **Proposed Signalization:**

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Signing existing.

4. **Permanent Striping:**

Include in project or by applicant? N/A - Gravel surface throughout length of this route

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

A-1. **Existing Structure:**

Location Willow Cr. (Twin) Bridge #23049, M.P. 8.67

Type Wood Pile and Timber Stringer, Wood Deck

Approach Roadway Width 16' Shoulder Width N/A

Length 27' Width 16'

To remain in place? No

2. **Proposed Structure:**

Location Same as above

Approximate Size: Length 56' Width 24'

Are sidewalk/bikeways desired: No, remote location and lack of bicycle/pedestrian traffic does not warrant construction

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Constructed 1956, Repairs 1972

B 1. **Existing Structure:**

Location Willow Creek (Golden Eagle Mine) Bridge #23C50, M.P. 9.56
Type Concrete abutment, timber span and deck
Approach Roadway Width 16' Shoulder Width N/A
Length 26' Width 15'
To remain in place? No

2. **Proposed Structure:**

Location Same as above

Approximate Size: Length 50' Width 24'

Are sidewalk/bikeways desired: No, remote location and lack of pedestrian/bicycle traffic does not warrant construction

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Constructed 1954

C 1. **Existing Structure:**

Location Willow Cr. (Bronson) Br. #23C51, M.P. 12.19
Type Conc. abutment, timber span and deck
Approach Roadway Width 16' Shoulder Width N/A
Length 26' Width 16'
To remain in place? No

2. **Proposed Structure:**

Location Same as above

Approximate Size: Length 50' Width 24'

Are sidewalk/bikeways desired: No, remote location and lack of pedestrian/bicycle traffic does not warrant construction

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Construct 1956, Repairs 1971

D 1. Existing Structure:

Location Willow Cr. (Brogan Canyon) Br., #23C52, M.P. ~~26.~~0 28.8
Type R.R. Car Span, Timber Deck and Hand Rails
Approach Roadway Width 16' Shoulder Width N/A
Length 35' Width 18'
To remain in place? No

2. Proposed Structure:

Location Same as above

Approximate Size: Length 50' Width 24'

Are sidewalk/bikeways desired: No, remote location and lack of pedestrian/bicycle traffic does not warrant construction

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Request alternate design study of structure plate arch pipe (open bottom) because of controlled outflow from Malheur Reservoir. Const. 1957

~~Are sidewalk/bikeways desired:~~

~~Are any utilities to be attached to structure?~~

~~Are provisions for illumination desired?~~

~~Are there any unusual or complicating conditions?~~

~~Remarks~~

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No x

Name of Railroad ____

Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Jerry Pinto, Comm., Rd. Dist. No. 5 Office
2.	Environmental	Jerry Pinto, Comm., Rd. Dist. No. 5 Office
3.	Public Hearing	Jerry Pinto, Comm., Rd. Dist. No. 5 Office

Remarks Anticipate categorical exclusion identification for this project. Detours will consist of placement and removal of embankment material

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State x ____ Consultant ____.

2. Project construction engineering to be performed by:

Applicant________ State x Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No xx

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 84,980	
Right-of-way costs (if participating)	-0-	
Traffic control	-0-	*
Illumination	-0-	
Structures	311,472	*
Railroad	-0-	
Other		
Preliminary engineering	49,800	**
PROJECT TOTAL	$ 446,252	

Remarks County Court requests Bridge Design under ORS 369.210. *includes allowance for detours, contingencies and construction engineering
** does not include $16,000 Free Bridge Design
Request contract letting May 1981 and advancement of FAS funds for this project.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

~~/CITY/OF~~Road District #5, Ironside and/or Malheur COUNTY

By Ed Laughlin Comm.
By Thomas J Brorson Comm.
By Jerald J Pinto Comm.

By E M Sewell Judge
By W C Hammack Comm.
By M A Foley Comm.

Reconnaissance Narrative Report
Bridge Replacement, Various Locations
FAS B-500, Willow Creek Road
Road District No. 5, Ironside
Malheur County

PROJECT DESCRIPTION

The project request calls for replacement of structures over Willow Creek at the following locations:

Br. No. 23C49, Twin Bridge, Mile Point 8.67
Br. No. 23C50, Golden Eagle Mine Bridge, Mile Point 9.56
Br. No. 23C51, Bronson Bridge, Mile Point 12.19
Br. No. 23C52, Brogan Canyon, Mile Point 26.0

Also, the request calls for taper widening of the roadway section 200'± at each end of the replacement structures, placement of 12 inches of grid rolled select base and installation of guardrail at the bridge ends. Design speed of 35 mph is requested because of the existing gravel surface, restrictive right of way corridor and no plans by the Road District or County Court to place an oil mat on the route in the forseeable future.

PROJECT HISTORY

The Willow Creek Road is the major transportation link for ranchers located along the Willow Creek drainage system. Also, the route is impacted on a seasonal basis by hunters and fishermen.

The Road District and County have attempted to provide improvements on the route without benefit of FAS monies in the past. This rationale now proves to be unrealistic because of rising costs, declining revenues, the rapid deterioration of the structures and the need to establish a schedule of improvements to bring the route up to minimum standards for FAS-C.

EXISTING SITUATION

- Bridge No. 23C49, Twin Bridge, M.P. 8.67:
  Structure length, 27 foot span, 16 foot width, timber pile with timber bulkheads, timber stringers and wood deck.
  Bent 2 timber abutment is displacing because of section loss in timbers causing settlement of road approach, structure signed for 10 Tons. Pictures of structure on file with Bridge Engineer.

  Recommend replacement with 56 foot long by 24 foot wide prestressed reinforced concrete slab span structure, driven pile bents with steel caps, bolt on hand rails, 1½:1 riprap protected slopes for erosion control, minor revision of alignment to reduce alignment curvature from the north. Structure length may be reduced by use of vertical abutments with wing walls.

- Bridge No. 23C50, Golden Eagle Mine Bridge, M.P. 9.56:
  Structure length, 26 foot span, 15 foot width, reinforced concrete end bents, timber stringers and wood deck. End bents are deteriorating, unable to determine

if scour is taking place, timber stringers are in bad shape (one gone, one rotating severely), decking in poor condition. Structure signed for 10 Tons. Pictures of structure on file with Bridge Engineer.

Recommend replacement with 50 foot long by 24 foot wide, prestressed reinforced concrete slab span structure, driven pile bents with steel caps, bolt on hand rails, 1½:1 riprap protected slopes for erosion protection. Structure length may be reduced by use of vertical abutments with wing walls.

Bridge No. 23C51, Bronson Bridge, M.P. 12.19:
Structure length, 26 foot span, 16 foot width, reinforced concrete end bents, timber stringers and wood deck. Severe scour is occurring under the structure exposing the bent footings which may be caused by erosion down stream. Structure is signed for 10 Tons. Pictures are on file with the Bridge Engineer.

Recommend replacement with 50 foot long by 24 foot wide, prestressed reinforced concrete slab span structure, driven pile with steel caps, bolt on hand rails, 1½:1 riprap protected slopes for erosion protection. Structure length may be reduced by use of vertical abutments with wing walls.

Bridge No. 23C52, Brogan Canyon Bridge, M. P. ~~26.0~~ 28.79:
Structure length, 35 foot span, 18 foot width, poorly cemented rubble wall end bents (Bent 2 is set partially on large rock and two wood piles), poorly designed steel stringers which appear to be salvaged railroad car members and wood deck. Structure is signed for 10 Tons. Pictures are on file with the Bridge Engineer.

Recommendation for replacement:

A-50 foot long by 24 foot wide prestressed reinforced concrete slab span structure, driven pile with steel caps, bolt on hand rail, 1½:1 riprap ptotected slopes. Structure length may be reduced by use of vertical abutments with wing walls.

B-Because the stream is controlled by a maximum outflow of   cfs from the Malheur Reservoir and minimal additional flow is contributed to the stream from seasonal streams, it is recommended serious study be given to the installation of an open bottom arch culvert, ARMCO steel footing design or equivalent. Careful review of the structure photo's taken in March of 1980, during runoff, will show no evidence of extreme high water or complicating problems. If there are no objectionable soil ph factors, it is felt a considerable savings could be realized by using the open bottom arch culvert.

DESIGN VARIANCE

The County Court and Road District are requesting a roadway and structure width variance of 24 feet and 25 to 50 feet of guardrail protection with elimination of the guardrail anchor at the bridge ends, in lieu of the defined standards in the Geometric Design Guide, because of the historic low ADT and low vehicular speed dictated by the gravel surface and general alignment of the entire length of Willow Creek Road.

Region 5 staff have discussed the requested variances and found the following facts:

1 - ADT appears to be very stable as there is no appreciable fluctuation since the inclusion of Willow Creek Road in the FAS System.

2 - The accepted safe speed for this route should be 35 mph based on ASSTHO definitions and OSHD Construction Manual, 1968.

3 - Generally we over design guardrail lengths on low volume, low speed roads and there is little justification for a guardrail anchor assembly. It is noted the existing structures have only minimal frail hand rails with no guardrail, yet there is no evidence of any accident.

4 - It is felt the requested variances are within the spirit of intent described in the introduction of Geometric Design Standards for highways other than freeways because they appear to be consistent with the development and culture of the abutting right of way.

Region 5 recommends approval of the variance request by Malheur County and the Road District.

CONSTRUCTION

Malheur County and the Road District request preliminary engineering begin at the earliest possible date so that the structures may be advertised for construction in May of 1981. These structures are in a severe state of deterioration and every effort must be made to replace them as soon as possible.

It is also requested that innovative design concepts be considered on these structures including, but not limited to, the use of open bottom culverts of Armco or Kiaser design in an attempt to reduce the overall project cost.

Roger C. Lang
Region Federal Aid Engineer
August 27, 1980

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE August 27, 1980
PREFIX

1 - IDENTIFICATION

PROJECT NAME Willow Creek Bridges

HIGHWAY NAME Willow Creek Road

HIGHWAY NUMBER FAS-C B-500

REGION 4

ADMINISTRATIVE DISTRICT 14

COUNTY Malheur

CITY

LENGTH

MILEPOST NUMBER TO

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Malheur County/Road District No. 5

TYPE OF FUNDS ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☐ PAVING ☒ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of bridges over Willow Creek at following locations:

#23C49, Twin Bridge, M.P. 8.67
#23C50, Golden Eagle Mine Bridge, M.P. 9.56
#23C51, Bronson Bridge, M.P. 12.19
#23C52, Brogan Canyon Bridge, M.P. 28.79

Widening, grading, placement of grid rolled select base and guardrail at bridge ends.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 35 - 50

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 35 MPH

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

ADT has remained static since inclusion of the route into the FAS system.

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	*2 - 9 - 11	2 - 12
SHOULDERS	N/A	N/A
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:	*structures are one lane gravel surface roadway	

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River Willow Creek	☒	☐	☐
Stream	☐	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	**☒	☐	☐
Simple Acquisition	**☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

**County/Road District
Anticipate donation R/W

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	*☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______________	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source	☐	☐	☒
Utilities	☐	☒	☐

Type ______________________

*Categorical exclusion requested

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review with County/Road District	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	(—)	______
DRAFT ENVIRONMENTAL IMPACT STATEMENT	(—)	______
CORRIDOR APPROVAL	(—)	______
FIELD SURVEY	( )	______
PRELIMINARY DESIGN	( )	______
DESIGN APPROVAL/FINAL EIS	( )	______
RIGHT-OF-WAY DESCRIPTIONS	( )	______
RIGHT-OF-WAY ACQUISITION	( )	______
P.S. & E. DOCUMENTS	( )	______

RECOMMENDED CONSTRUCTION DATE June 1981 (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
12" grid rolled select base, taper 200' from structure		XX

7 - TYPICAL SECTION AND LOCATION

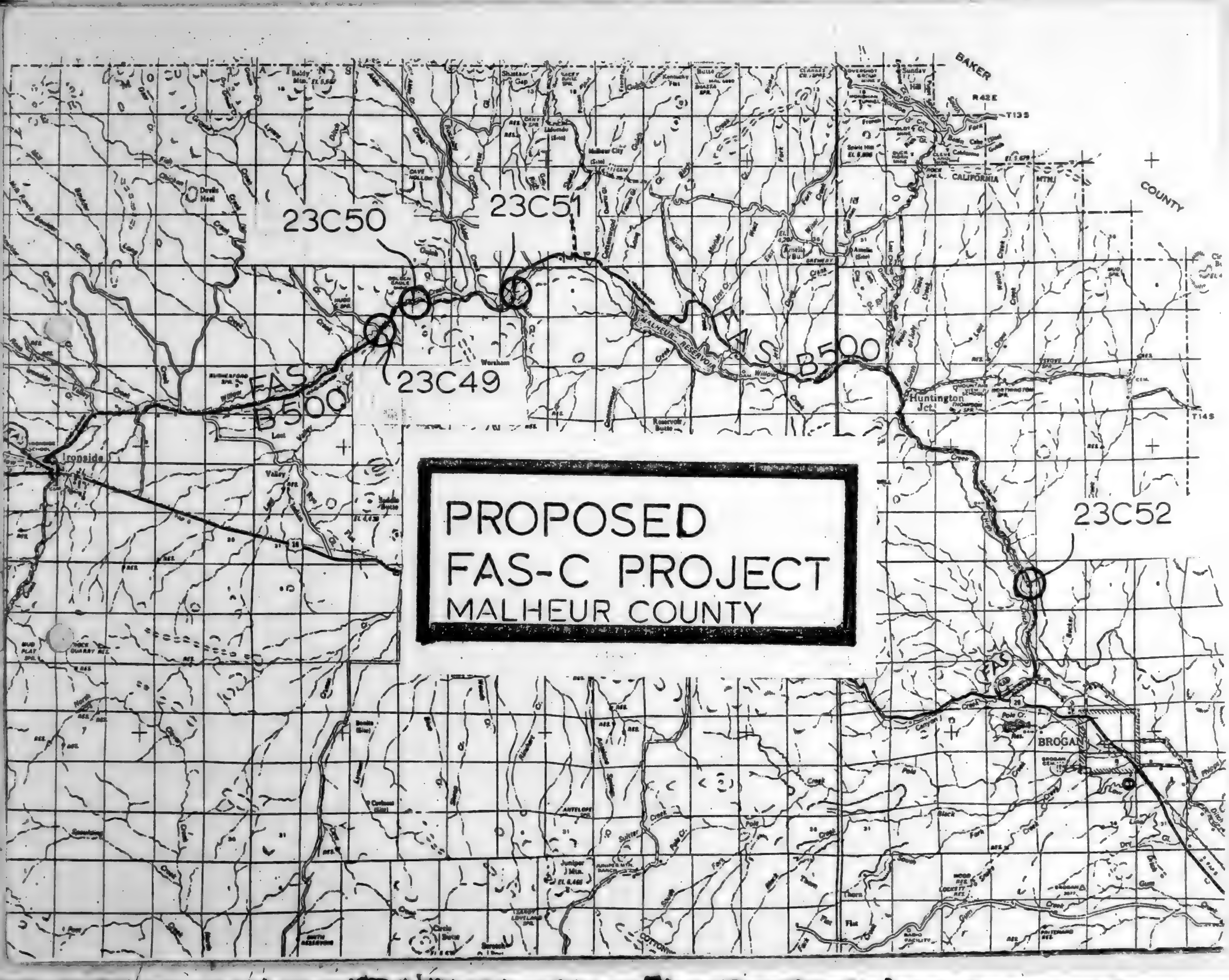
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$65,800*	
RIGHT OF WAY	0	
TRAFFIC CONTROL	0	
ILLUMINATION	0	
STRUCTURES	222,480	
RAILROAD	0	
ROADWAY	60,700	
OTHER		
ENGINEERING & CONTINGENCIES 40%	113,272	
PROJECT TOTAL	$462,252	

*Total includes $16,000 Free Bridge Design
NOTE: County Court and Road District request study of culvert installations in lieu of bridges.

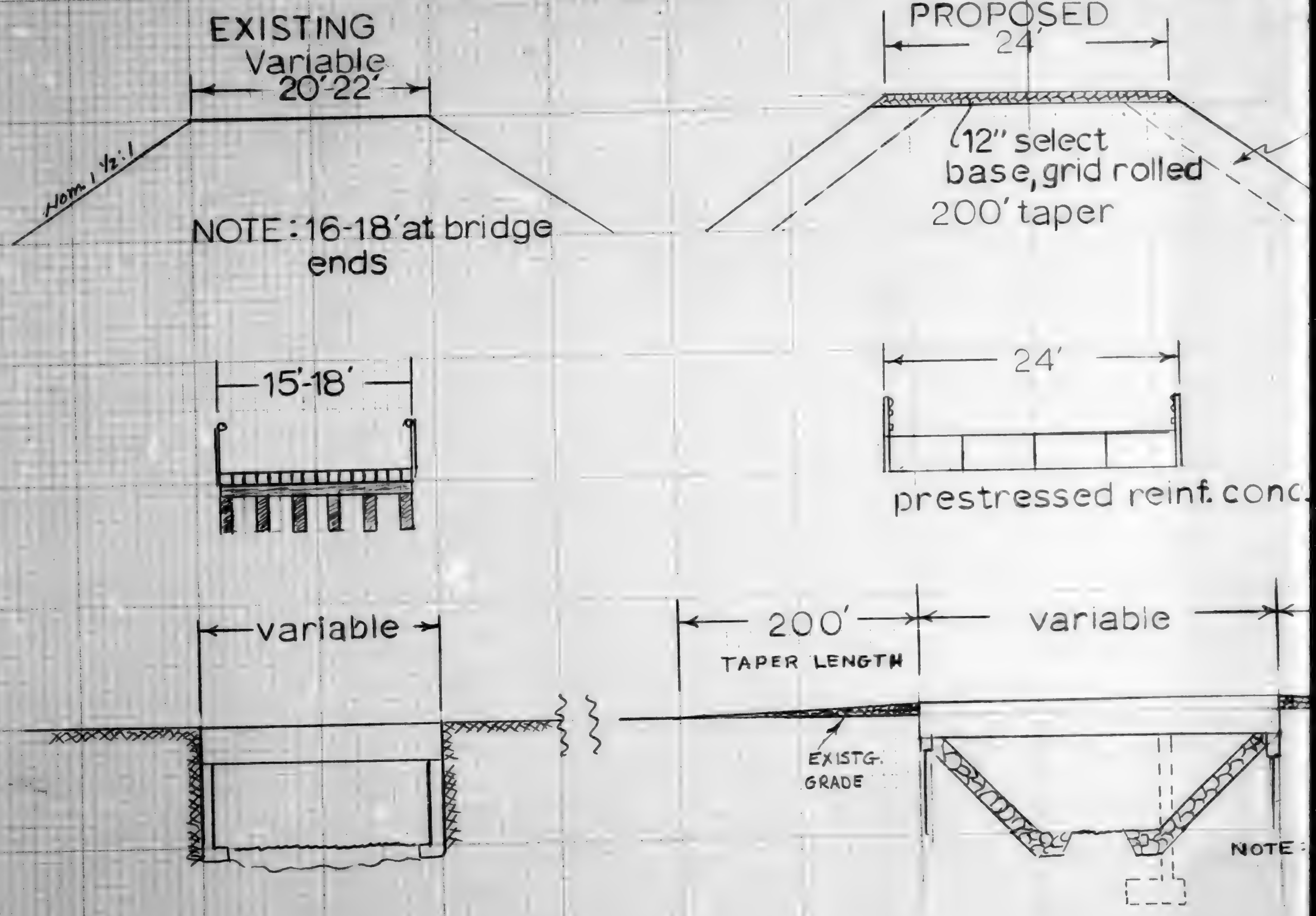
SUBMITTED BY
Roger C. Lang, Region Federal Aid Engineer



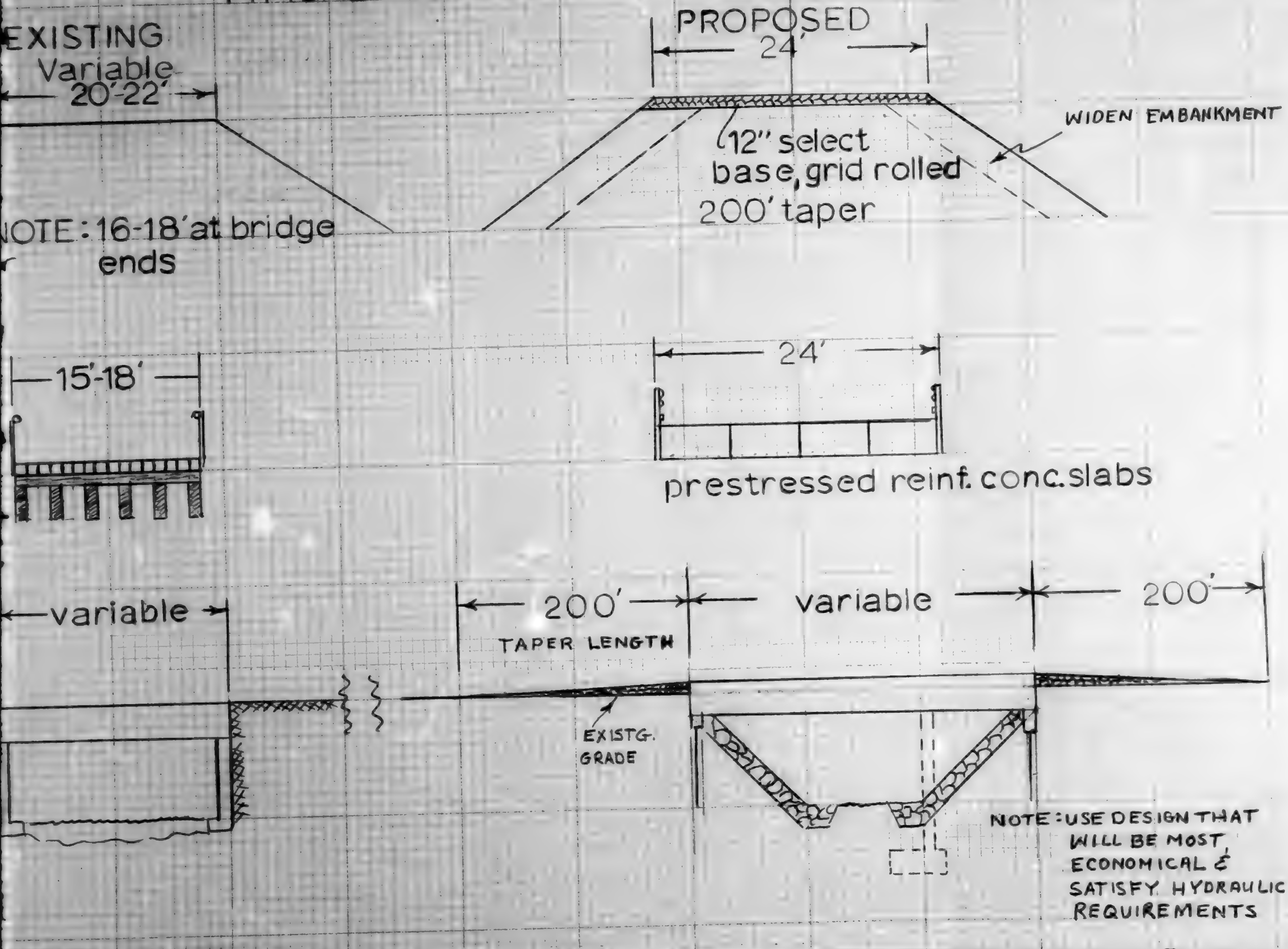
PROPOSED
FAS-C PROJECT
MALHEUR COUNTY

23C50
23C51
23C49
23C52
FAS B500
FAS B500
FAS
Ironside
Malheur Reservoir
Huntington Jct.
BROGAN
BAKER
COUNTY
CALIFORNIA
R42E
T13S
T14S

TYPICAL SECTIONS


EXISTING
Variable
20'-22'
Nom. 1 1/2:1
NOTE: 16-18' at bridge ends
PROPOSED
24'
12" select base, grid rolled
200' taper
15'-18'
24'
prestressed reinf. conc.
variable
200'
TAPER LENGTH
variable
EXISTG. GRADE
NOTE:

TYPICAL SECTIONS


EXISTING
Variable
20'-22'
NOTE: 16-18' at bridge ends
PROPOSED
24'
12" select base, grid rolled
200' taper
WIDEN EMBANKMENT
15'-18'
24'
prestressed reinf. conc. slabs
variable
200'
TAPER LENGTH
variable
200'
EXISTG. GRADE
NOTE: USE DESIGN THAT WILL BE MOST ECONOMICAL & SATISFY HYDRAULIC REQUIREMENTS

Form 81-734-3009

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Willow Creek Bridges

Date August 27 1980

Highway Willow Creek Road FAS B500

Authorization No. 1

County Malheur

Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.:

Spot surveys of stream crossing of Willow Creek Road at Twin Br. #23C49, M.P. 8.7; Golden Eagle Mine Br., #23C50, M.P. 9.6; Bronson Br., #23C51, M.P. 12.2; and Brogan Canyon Br., #23C52, M.P. 28.8.

Purpose of survey:

Prepare plans, specifications and estimate of costs.

Estimate of cost:

$65,800

		Estimate of Cost
Field Survey	(901)	$ 17,000
Citizen Participation	(902)	N/A
City or County	(903)	N/A
Consultant	(904)	N/A
Final Design	(905)	4,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	-
Soils and Geology	(910)	-
Traffic	(911)	-
Landscape	(912)	-
Liaison	(913)	200
Utility	(914)	500
Photogrammetry	(916)	-
Location Studies	(918)	4,000
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	1,600
Environmental	(923)	2,500
Foundation Exploration	(926)	20,000
Free Bridge Design	(927)	16,000
Seminars	(950)	-
Hearings	(980)	-
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Roger C. Lang

Region Federal Aid Engineer

Recommended for Approval:

Regional Engineer

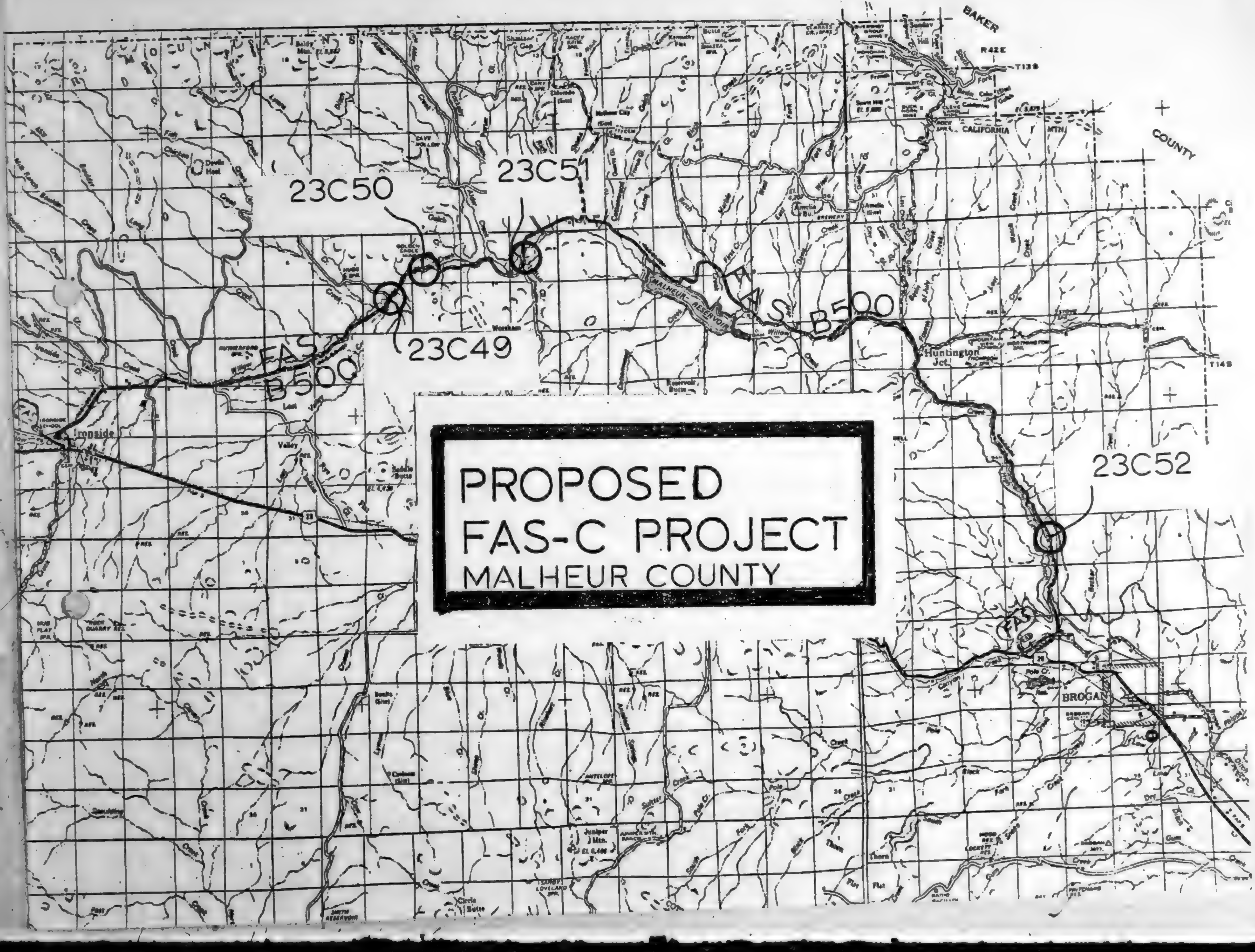
Recommended for Approval:

Location Engineer

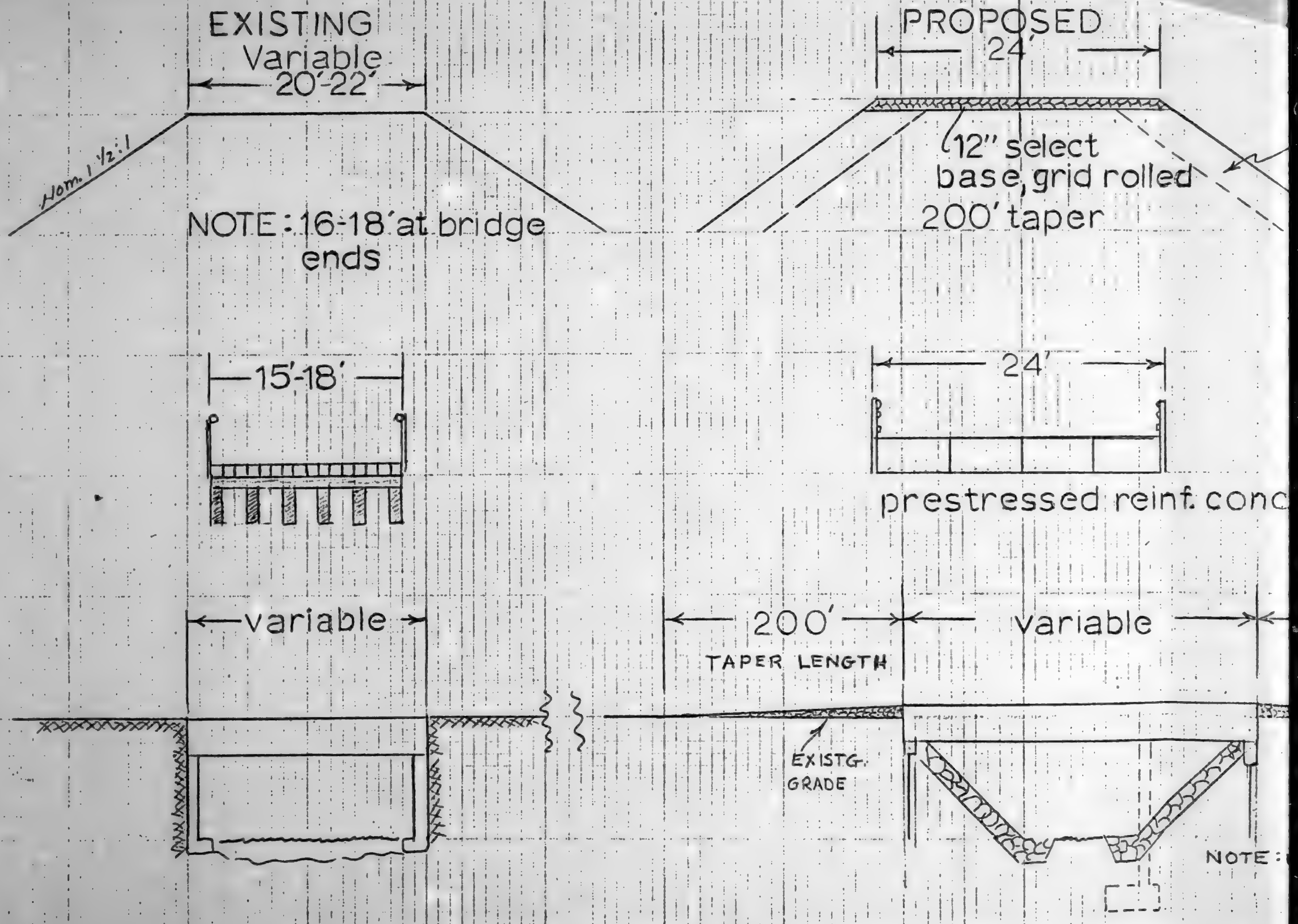
Approved:

Assistant State Highway Engineer

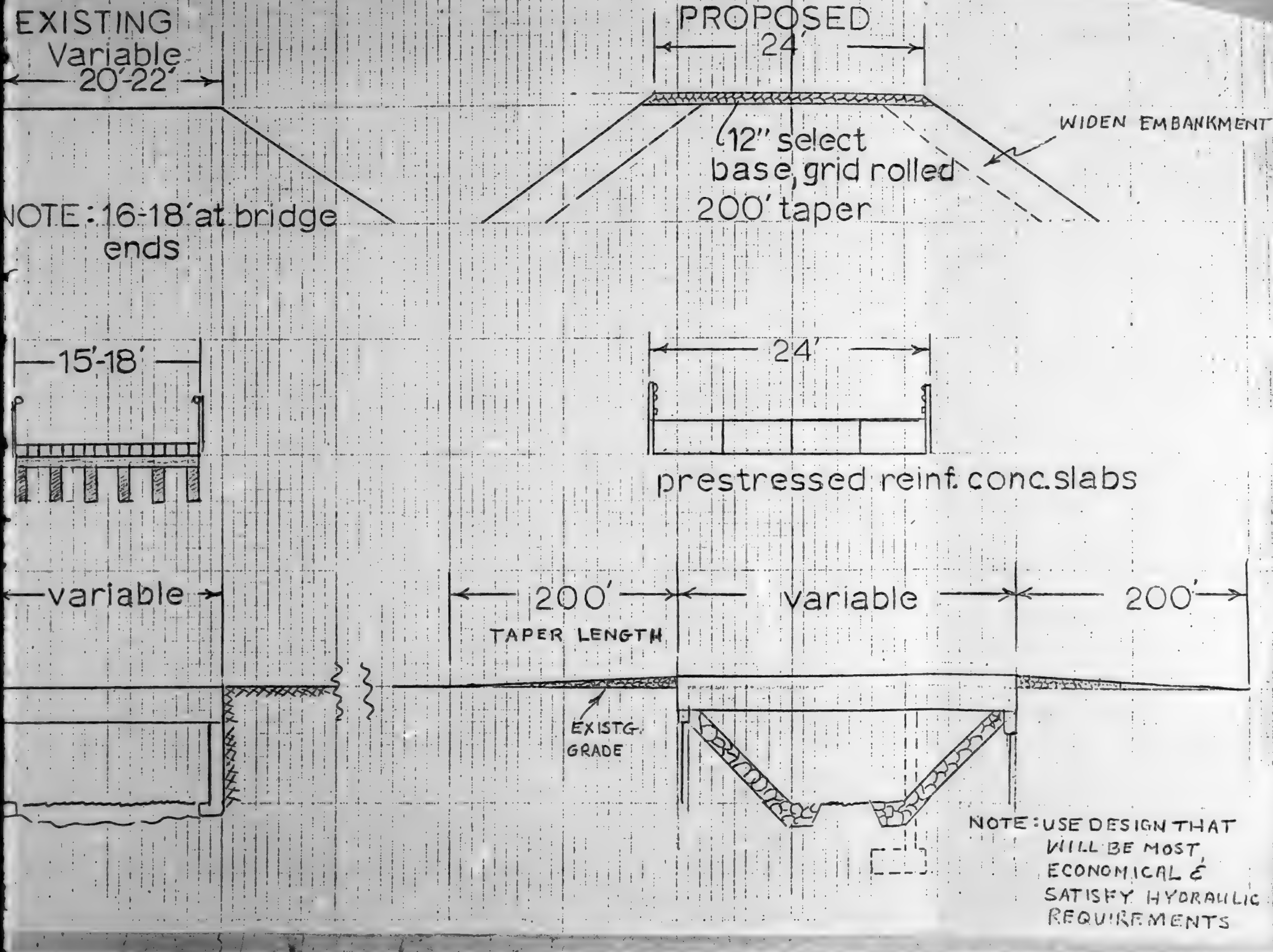
SP*19760-731

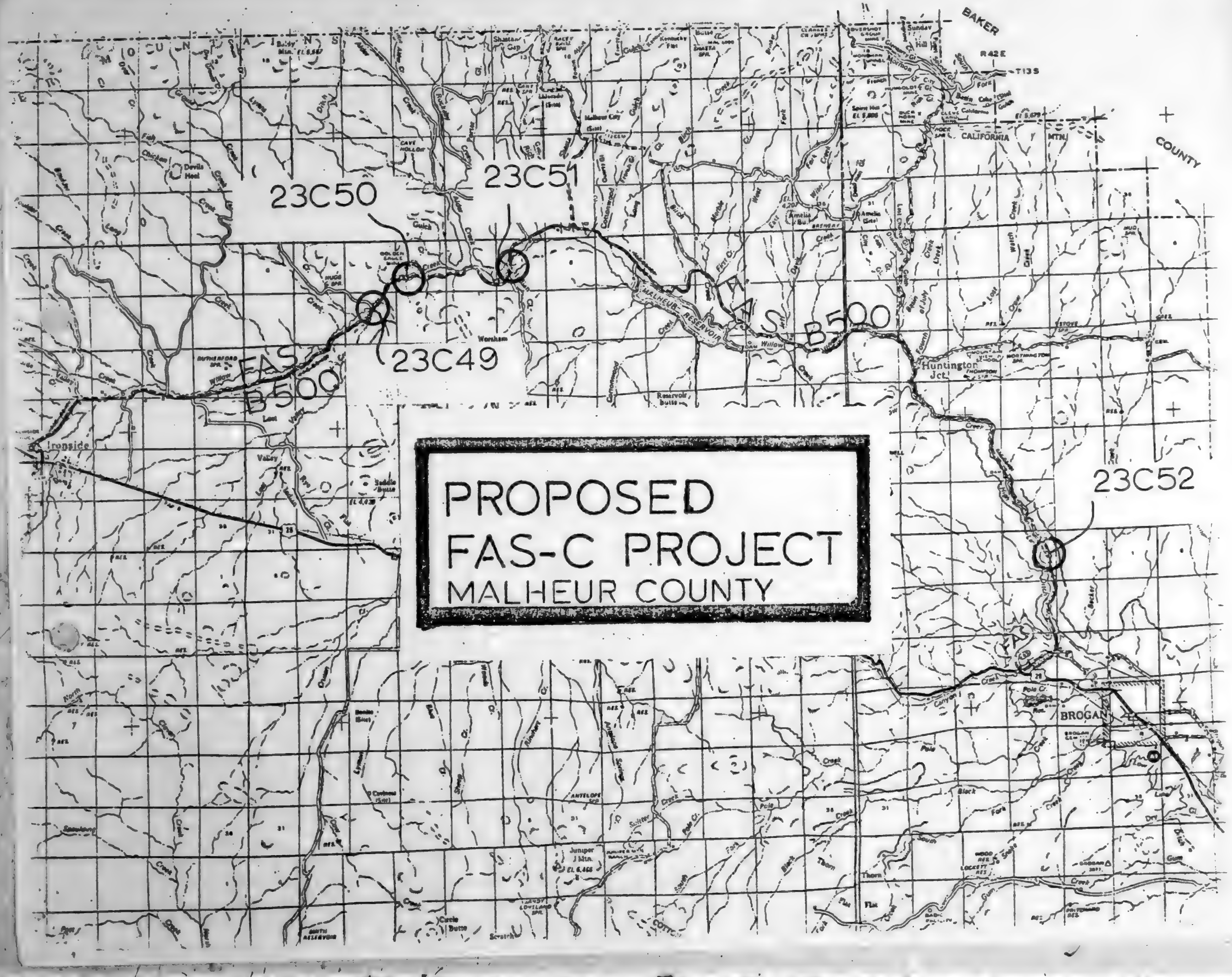

PROPOSED
FAS-C PROJECT
MALHEUR COUNTY
23C49
23C50
23C51
23C52
FAS B500
FAS B500
FAS
Ironside
Huntington Jct.
BROGAN
MALHEUR RESERVOIR
Willow
Worsham
CALIFORNIA
BAKER
COUNTY
R42E
T13S
T14S

TYPICAL SECTIONS


EXISTING
Variable
20'-22'
Hom. 1 1/2:1
NOTE: 16-18' at bridge ends
15'-18'
variable
PROPOSED
24'
12" select base, grid rolled
200' taper
24'
prestressed reinf. conc
200'
TAPER LENGTH
EXISTG. GRADE
variable
NOTE:

TYPICAL SECTIONS


EXISTING
Variable
20'-22'
NOTE: 16-18' at bridge ends
PROPOSED
24'
12" select base, grid rolled
200' taper
WIDEN EMBANKMENT
15'-18'
24'
prestressed reinf. conc. slabs
variable
200'
TAPER LENGTH
variable
200'
EXISTG. GRADE
NOTE: USE DESIGN THAT WILL BE MOST ECONOMICAL & SATISFY HYDRAULIC REQUIREMENTS


PROPOSED
FAS-C PROJECT
MALHEUR COUNTY
23C49
23C50
23C51
23C52
FAS B500
FAS B500
BAKER COUNTY
R42E
T13S
CALIFORNIA MTN.
Ironside
Huntington Jct.
BROGAN
MALHEUR RESERVOIR
Devils Hool
Malheur City
Wersham
Reservoir Butte
Juniper Mtn.
Circle Butte
Sunday Hill
Amelia

Transit 1980 / 9398

OREGON STATE HIGHWAY DIVISI

AUTHORITY FOR SURVEY

Section Willow Creek Bridges

Date August 27 1980

Highway Willow Creek Road FAS B500

Authorization No. 1

County Malheur # 23

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

Spot surveys of stream crossing of Willow Creek Road at Twin Br. #23C49, M.P. 8.7; Golden Eagle Mine Br., #23C50, M.P. 9.6; Bronson Br., #23C51, M.P. 12.2; and Brogan Canyon Br., #23C52, M.P. 28.8.

Purpose of survey:

Prepare plans, specifications and estimate of costs. to replace structures (4 ea) over Willow Creek with bridges or culverts.

Estimate of cost:

~~$65,800~~
$ 400,000

		Estimate of Cost
Field Survey	(901)	$ 17,000
Citizen Participation	(902)	N/A
City or County	(903)	N/A
Consultant	(904)	N/A
Final Design	(905)	4,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	-
Soils and Geology	(910)	-
Traffic	(911)	-
Landscape	(912)	-
Liaison	(913)	200
Utility	(914)	500
Photogrammetry	(916)	-
Location Studies	(918)	4,000
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	1,600
Environmental	(923)	2,500
Foundation Exploration	(926)	20,000
Free Bridge Design	(927)	16,000
Seminars	(950)	-
Hearings	(980)	-
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

Approved by Hwy Engr 8-29-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
SEP 9 1980
LOCATION SECTION

Total estimated cost of survey $ 65,800

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Roger C. Lang

Region Federal Aid Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pepin

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

•1981 Abiqua Ck. Br. Sec. of 9399
•County Road A590. (Grading,
•Paving and Structure)

C+A 7010

5-16-79, 10-1-79

Rec'd 4/6/79 #0643

2,085.00

524-1953

PE Auth 2/22/79

CC 2019

Court Auth

Signing is part of Contract per Phil Stearns

7-9-80

Hearing May 7, 1951

$25,600 to investment Pool

Court

PE

Check

$2,085

9399

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	BILLING REQ. NUMBER
140887	CA 3758

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER
1/15/85	

CODE MARCOUN

MARION COUNTY
COURTHOUSE
SALEM OREGON 97301

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			1,642.23
524-1953	296	00	000		313.84
224-2526	296	00	000		1.62
524-1068	296	00	000		1,326.77
524-1953	297	00	000		(313.84)
224-2526	297	00	000		(1.62)
524-1068	297	00	000		(1,326.77)

DESCRIPTION	TOTAL PRICE
FINAL BILLING ABIQUA CREEK BRIDGE FAP NO. RSA 590(1) 590 (2) 590 (3)	
COUNTY'S SHARE OF PROJECT COSTS PER ATTACHED ITEMIZED STATEMENT.	
PE	1,898.84
RW	1,861.89
CONST.	25,566.50
TOTAL COUNTY SHARE	29,327.23
LESS; COUNTY'S ADVANCE DEPOSITS	(27,685.00)
	1,642.23

↑ FOLD

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES

OR ANNE HERNANDEZ PH: 378-5034 PREPARER OF INVOICE

9399

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS POST DATE: November 26, 1984

COUNTY: Marion AGREEMENT NO: 7010 PROJECT NO: RS-A590 (1,2,3)

CONTRACT NO: 9399 SECTION: Abiqua Cr. (Old Silverton Rd.-Mt. Angel Hwy.)Br.

Preliminary Engineering 524-1963

	Participating	Non Participating
Resident Engineer	$ 15,774.05	$
Payments to Local Government	290.56	
Final Design	4,676.68	
Preliminary Design	2.79	
R/W & Legal Descriptions	5,421.65	
Region Geology	831.77	5.00
Traffic Section	198.66	
R/W Liaison & Relocation Plans	575.59	
Region Utility Liaison	289.75	
Location	1,714.50	
Project Management	13.40	
Specifications (862.89) No Cost to County	1,362.89	
Administrative Services	93.99	
Environmental Section	226.60	
Structural Foundation	1,434.57	
Bridge Design No Cost to County	2,691,61	
Total P.E. Cost	$ 35,599.05	$ 5.00
Less Free Bridge Design & Specs	3,554.50	
Total P.E. Cost to County	$ 32,044.55	$ 5.00
Right of Way Prefix 224-2526		
Net Cost of Land Purchased	$ 11,020.40	$
Estimated Value of Buildings & Equipment	3,409.60	
Estimated Value Trees, Walks, Etc.	1,390.00	
Severance & Consequential Damages	2,935.00	
Appraisals, Witness Fees, Title Cost Taxes	7,285.40	
Miscellaneous - Grants to Local Governments	50.00	
Title Cost & Recording Fees	475.15	
Taxes	23.28	

Negotiation Expenses	3,305.30	
Legal	48.03	
Appraisal Review	30.59	
Relocation Moving Expense - Business	75.00	
Project Management	63.26	
R/W Office Expense	1,313.27	
Total R/W Cost	$ 31,424.28	$ -0-
Construction Prefix 524-1068		
Work Performed By Contractor	$360,413.20	720.00
Deduction for Admin. on Retainage Deposits		22.21 Cr.
Work Performed by State Forces (Road bed)	3,045.03	
Work Performed by State Forces (Miscellaneous)	831.00	
All Engineering	42,978.98	295.58
Audit Services	707.22	
Project Management	70.37	
Administration		22.21
Materials Testing Lab	4,820.95	
Technical Service	1,165.46	
Construction Branch	434.02	
Region Engineers Office	2,199.74	
General Construction Engineer	1,248.05	
Total Const. Cost	$417,914.02	$ 1,015.58

Summary

Total Participating P.E. Cost	$ 32,044.56
Total Participating R/W Cost	31,424,28
Total Participating Const. Cost	417,914.02
	$481,382.86

Federal Funds		
P.E. (88.18%)	$ 28,256.89	
R/W (88.15%)	27,700.50	
Const. (88.18%)	368,516.58	(424,473.97)
Subtotal		56,908.89
Less 1/2 Subtotal State Share		(28,454.45)
Less 1/2 Non Participating Eng. Cost (295.58)		(147.79)
Plus Non Participating Cost		1,020.58
Less Counties Advance Deposits		
AD #643 6-6-79	$ 2,085.00	
AD #971 11-6-81	25,600.00	(27,685.00)
BALANCE DUE FROM COUNTY		$ 1,642.23

GEZ:me

9397 10-10-84 524-1953

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITAL BUILDING, SALEM, OR 97310

STATE
OREGON

VOUCHER PERIOD FROM 5-22-78 TO 9-17-81

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
Post ☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
RS-A590(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$35,604.06	$35,599.06	.8818	$31,391.25	$31,391.25	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY OREGON	DATE 10-10-84	SIGNATURE OF AUTHORIZED OFFICIAL CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	ABIQUA CREEK BRIDGE SECTION COUNTY ROAD IN MARION COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE P.E.					
	STATE	ALL REQUIRED			$35,308.50	
	WORK BY MARION COUNTY	ALL REQUIRED			290.56	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$35,599.06	
	NON PARTICIPATING PROJECT COST					
	STATE (P.E.)	ALL REQUIRED			$ 5.00	
	TOTAL PROJECT COST				$35,604.06	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-18-84.					
	AMOUNT CARRIED FORWARD					

BILLING NUMBER 18

FHWA BILLING VOUCHER

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
522-1923 1 RRS -A501-001 APPR-138	1,800.00	92.13	92.13	90.00	82.92	82.92		
522-1926 1 HES -A498-001 APPR-141	8,550.00	304.88	304.88	90.00	274.39	274.39		
522-1955 1* RS -A483-001 APPR-075	105,741.23	123,473.52	123,241.53	85.80	106,741.23	105,741.23		
522-1986 1 RRP -A500-001 APPR-139	1,800.00	78.50	78.50	90.00	70.65	70.65		
523-1904 1 BRS -B484-001 APPR-118	23,600.00	11,307.12	11,233.14	80.00	8,986.51	8,986.51		
523-1906 1 RS -B498-001 APPR-075	23,624.00	27,612.61	27,608.95	88.15	24,337.29	23,624.00	713.29 E	
523-1991 1* RS -B500-002 APPR-075	50,586.56	57,462.39	57,367.39	88.18	50,586.56	50,586.56		
523-1995 1* BHS -B487-001 APPR-114	4,048.52	5,060.65	5,060.65	80.00	4,048.52	4,048.52		
524-1907 1 RRS -A600-001 APPR-138	1,800.00	721.58	721.58	90.00	649.42	649.42		
524-1308 1 BHS -A560-002 APPR-118	60,000.00	35,785.10	37,608.98	80.00	30,087.18	30,087.18		
524-1909 1 RS -A599-004 APPR-075	44,515.00	18,175.69	18,175.69	88.15	16,021.87	15,563.49		458.[illegible]8
524-1953 1* RS -A590-001 APPR-075	31,391.25	35,604.06	35,599.06	88.18	31,391.25	31,391.25		
524-1991 1* RS -A599-002 APPR-075	10,611.74	11,566.04	12,038.27	88.15	10,611.74	10,611.74		
524-1994 1 HES -A560-001 APPR-141	8,600.00	95.44	95.44	90.00	85.90	85.90		
525-1971 1* RS -B564-002 APPR-075	18,650.36	21,150.33	21,150.33	88.18	18,650.36	18,650.36		
525-1954 1* RS -A662-001 APPR-075	28,556.81	31,346.95	33,294.64	85.77	28,556.81	28,556.81		
526-1955 1* XIO -000C-020 APPR-772	3,766.21	4,430.83	4,430.83	85.00	3,766.21	3,766.21		
526-1956 1* RS -A662-002 APPR-075	45,445.28	48,969.33	51,536.95	88.18	45,445.28	45,445.28		
527-1968 1* RRS -A567-002 APPR-138	840.52	933.91	933.91	90.00	840.52	840.52		
527-1969 1* RS -A515-001 APPR-075	17,206.36	19,519.41	19,519.41	88.15	17,206.36	17,206.36		
527-1979 1* RS -A559-001 APPR-075	8,183.75	9,300.50	9,280.73	88.18	8,183.75	8,183.75		
527-1988 1* RS -A649-001 APPR-075	20,204.49	22,920.58	22,920.58	88.15	20,204.49	20,204.49		
527-1991 1 RS -A649-003 APPR-075	24,500.00	11,341.59	11,315.27	88.15	9,974.41	9,936.54		37.87
527-1992 1 RS -A641-001 APPR-075	25,386.00	7,021.76	7,021.76	88.15	6,189.68	6,093.54		96.14
527-1993 1 RS -A641-002 APPR-075	25,386.00	5,458.95	5,458.95	88.15	4,812.06	4,307.57		504.49
528-1961 1* RS -B443-001 APPR-075	14,646.28	16,615.18	16,615.18	88.15	14,646.28	14,646.28		

```
                                                                                          4,734.76
           524    1909     910      00 P 1          532.51          4,675.07               253.50
           524    1909     923      00 P 1                            140.31             1,157.09
           524    1909     935      00 P 1          414.89          1,157.09             1,742.22
           524    1909     937      00 P 1        1,658.28          1,748.22            20,253.77
                           TOT         P1         2,615.59         11,781.11            20,253.77 **
                       ** JOB TOTALS **           2,615.59  **     11,781.11  **
                                                                                                    STATE
ABIQUA CRBRSILVTN-MTANGELHWY  CONT NO   * FA PROJ NOS RS  A590001 100                  32,976.25CR
           524    1953     296      00 N 9          262.55CR          262.55CR            1,585.00
           524    1953     297      00 N 9                                               31,391.25
           524    1953     298      00 N 9          262.55            262.55



                                                                       OCTOBER 1984       PAGE  936
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                          FISCAL          GRAND TOTAL
                    PREFIX  FUNCTION SUB F.  GP  CURRENT MONTH       YEAR TO DATE          TO DATE
   DESCRIPTION                                                                            15,774.05
           524    1953     901      00 P 1                                                   290.56
           524    1953     903      00 P 1                                                 4,676.68
           524    1953     905      00 P 1                             125.94CR
           524    1953     906      00 P 1                                                     2.79
           524    1953     907      00 P 1                                                 5,421.65
           524    1953     909      00 P 1                                                   831.77
           524    1953     910      00 P 1                                                     5.00
           524    1953     910      00 N 1                                                   198.66
           524    1953     911      00 P 1                                                   575.59
           524    1953     912      00 P 1                                                   289.75
           524    1953     914      00 P 1                                                 1,714.50
           524    1953     918      00 P 1                                                    12.40
           524    1953     920      00 P 1                             862.39CR              500.00
           524    1953     921      00 P 1                                                    93.99
           524    1953     922      00 P 1                                                   226.60
           524    1953     923      00 P 1                                                 1,434.57
           524    1953     926      00 P 1          297.75             297.75
           524    1953     926      00 N 1          297.75CR           297.75CR            2,691.61
           524    1953     927      00 P 1                             125.94                962.99
           524    1953     925      00 P 1                             862.39             35,599.06
                           TOT         P1           297.75             297.75                  5.00
                           TOT         N1           297.75CR           297.75CR           35,601.06 **
                       ** JOB TOTALS **                    **                 **
                                                                                                    STATE
CASE RD- FRENCH PRAIRIE   CONT NO   * FA PROJ NOS RS  A599002 100                             472.23CR
           524    1991     294      00 N 1                                                10,852.78CR
           524    1991     296      00 N 9          236.11             236.11                341.04
           524    1991     297      00 N 9          236.11CR           236.11CR           10,611.74
           524    1991     298      00 N 9                                                    69.12
           524    1991     901      00 P 1                                                 7,970.17
           524    1991     903      00 P 1                                                   662.79
           524    1991     905      00 P 1                                                   163.62
           524    1991     915      00 P 1
                  1991     918      00 P 1
```

9399

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER 139949

DATE 8/15/84

YOUR ORDER NUMBER

BILLING REQ. NUMBER CA 3272

CODE MARC0UN

MARION COUNTY
COURTHOUSE
SALEM, OR 97301

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			$1,922.38
524-1953	296	00	000		93.98
224-2526	296	00	000		1.62
524-1068	296	00	000		1,826.78
524-1953	297	00	000		(93.98)
224-2526	297	00	000		(1.62)
524-1068	297	00	000		(1,826.78)

DESCRIPTION	TOTAL PRICE
FINAL BILLING ABIQUA CREEK BRIDGE FAP NO. RSA 590(1) RSA 590(2) RSA 590~~2~~(3)	
COUNTY'S SHARE OF PROJECT COSTS PER ATTACHED ITEMIZED STATEMENT	
P.E. $ 2,178.98	
R.W. 1,861.89	
CONST. 25,566.51	
TOTAL COUNTY SHARE $29,607.38	
LESS COUNTY'S ADVANCE DEPOSITS (27,685.00)	
BALANCE DUE FROM COUNTY	$1,922.38
110.00-FINAL BILLING	

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES
JANE HENSLEY PH:378-5035 PREPARER OF INVOICE

734-1150 (7-81)

9379 524-1068

5-1-84

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. RS-A590(3)

VOUCHER PERIOD From: 9-25-81 To: 1-30-34

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
418,929.60	417,914.02 ✓	.8818	368,516.58	368,516.58	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 5/1/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Abiqua Creek Bridges Section					
	County Rd. in Marion County					
	Construction					
	Type Code 6201					
	Roadway (Sta. 22+50-27+07 & Sta. 43+00)					
	Final Contract Payment Summary	Lump Sum			$208,251.20	
SFO	#1 Abandon Well (Frirsen Drilling)	All Required			831.00	
SFO	#2 Construct concrete junction box, connect drains to pipe, bury wire, install guardrail (Marion County)	All Required			3,045.03	
	Total Participating Construction Type Code 6201				$212,127.23	
	Type Code X081					
	Abiqua Creek Bridge No. 1260A (Sta. 27.07 to Sta. 28+07)				$152,162.00	
	Final Contract Payment Summary	Lump Sum				
	Total Participating Construction Cost				364,289.23	
	Construction Engineering					
	State	All Required			52,917.57	
	Misc. Project Cost					
	Audit Expense	All Required			707.22	
	Total Participating Project Cost				$417,914.02	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			720.00	
	Construction Engineering	All Required			295.58	
	Total Non Participating Project Cost				1,015.58	
	Total Project Cost				418,929.60	
	Prepared based on Participating cost as shown on the Federal Billing as of 5-3-84					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                     APRIL 1984       PAGE 345
                                                                              FISCAL          GRAND TOTAL     ACTIVE YRS
     DESCRIPTION            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE       TO DATE         BEG   END
                            524    1037     903   00 P 1                                          225.87       80    80
                            524    1037     915   00 P 1                                          123.48       81    81
                            524    1037     915   00 P 1                                     [illegible]       81    81
                            524    1037     915   03 P 1                                          176.40       81    81
                            524    1037     920   00 P 1                                          144.04       79    81
                            524    1037     920   00 P 1                                     [illegible]       79    79
                            524    1037     921   00 P 1                                          183.53       79    79
                            524    1037     927   00 N 1                                           10.25       79    79
                            524    1037     928   00 N 1                                           40.95       79    80
                            524    1037     948   00 P 1                                          136.26       81    81
                            524    1037     948   00 N 1                                           13.19       81    81
                            524    1037     950   00 P 1                                        2,179.15       79    80
                            524    1037     950   00                                96.12CR                    80    83
                            524    1037     985   00 P 1                                          201.00       79    80
                                            TOT   P1                                          578,252.87
                                            TOT   N1                                96.12CR       539.23
                                      ** JOB TOTALS **              **              96.12CR**  578,797.10  **

                                                                                                               STATE
ABIQUA CREEK BRIDGE     CONT NO 9399 * FA PROJ NOS RS  A590003 100
                            524    1068     201   00 P 1   720.00CR              720.00CR      360,413.20      82    84
                            524    1068     201   00 N 1   720.00                720.00           720.00       84    84
                            524    1068     205   02 P 1                         349.49                        83    83
                            524    1068     208   00 N 1                                           22.21CR     83    83
                            524    1068     220   02 P 1                         449.85CR        3,045.03      83    83
                            524    1068     270   01 P 1                                          831.00       82    82
                            524    1068     296   00 N 9                         652.05CR      392,003.73CR    82    83
                            524    1068     297   00 N 9                                        23,739.73      82    82
                            524    1068     298   00 N 9                         652.05        368,264.00      82    83
                            524    1068     900   00 P 1   407.75                407.75         42,978.98      81    84
                            524    1068     900   00 N 1                                          295.58       82    82
                            524    1068     900   01 P 1   407.75CR              407.75CR                      82    84
                            524    1068     915   00 P 1                         707.22           707.22       83    83
                            524    1068     920   00 P 1                                           70.37       81    83
                            524    1068     928   00 N 1                             02            22.21       82    83
                            524    1068     940   00 P 1                         449.[illegible] 2,920.97      82    84
                            524    1068     941   00 P 1                                           44.56       82    82
                            524    1068     942   00 P 1                                        1,855.42       82    83
                            524    1068     944   00 P 1                                        1,165.46       81    83
                            524    1068     945   00 P 1                                          434.02       82    83
                            524    1068     946   00 P 1                                        2,199.74       81    83
                            524    1068     948   00 P 1                                        1,248.05       82    83
                                            TOT   P1       720.00CR              336.55        417,914.02
                                            TOT   N1       720.00                720.02          1,015.58
                                      ** JOB TOTALS **              **         1,056.57  **    418,929.60  **

                                                                                                               STATE
PMS 000S (115) MARION PMP#3   CONT NO        * FA PROJ NOS PMS 000S115 100
                            524    1083     270   01 P 1                          34.93CR        3,130.17      82    83
                            524    1083     296   00 N 9                         211.89CR        3,673.73CR    82    83
                            524    1083     298   00 N 9                         211.89          3,673.73      82    83
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801
BILLING NUMBER 45

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/31/84

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
520-1043	1	RRS -A473-001 APPR-138	75,952.00	70,300.73	70,224.48	90.00	63,202.03	63,202.03		
520-1044	1#	PHS -000S-102 APPR-140	172,546.33	172,784.43	172,546.33	100.00	172,546.33	172,546.33		
520-1056	1	HES -A454-002 APPR-141	72,846.00	78,945.56	78,773.92	90.00	70,896.53	70,896.53		
520-1068	1	RRP -A452-001 APPR-139	64,571.00	67,479.96	67,479.96	90.00	60,731.96	60,731.96		
520-1076	1	RS -A465-002 APPR-075	1450,000.00	611,069.80	611,026.32	88.15	538,619.70	538,610.08		9.62
	8	RS -A465-002 APPR-075	11,827.00			88.15				
520-1076		PREFIX TOTALS	1461,827.00	611,069.80	611,026.32		538,619.70	538,610.08		9.62
521-1015	1	RS -A525-003 APPR-075	280,676.00	341,423.04	341,213.13	81.79	279,078.22	279,069.29		8.93
521-1016	1	RS -A531-001 APPR-075	490,963.00	352,292.52	351,830.86	81.79	287,762.46	287,760.60		1.86
521-1088	1#	RRP -0176-005 APPR-139				90.00				
522-1006	1	RRP -A500-001 APPR-139	51,237.00	44,547.43	44,547.43	90.00	40,092.69	40,092.69		
522-1011	1	RS -A483-003 APPR-075	980,000.00	1210,720.99	1197,748.14	81.83	980,117.30	980,000.00	117.30 B	
	2	RS -A483-003 APPR-000		557,930.50	557,930.50					
522-1011		PREFIX TOTALS	980,000.00	1768,651.49	1755,678.64		980,117.30	980,000.00	117.30	
522-1096	1#	RRS -A465-001 APPR-138	54,137.37	60,152.63	60,152.63	90.00	54,137.37	54,137.37		
523-1080	1#	RS -B500-003 APPR-075	256,696.25	291,553.36	291,104.84	88.18	256,696.25	256,696.25		
523-1082	1#	BHS -B487-001 APPR-114	55,645.72	70,947.35	69,557.15	80.00	55,645.72	55,645.72		
523-1084	1	BHS -B460-001 APPR-118	4,283.00	5,659.82	5,418.51	80.00	4,334.81	4,283.00	51.81 B	
524-1037	1#	RS -A599-001 APPR-075	509,907.79	578,797.10	578,257.87	88.18	509,907.79	509,907.79		
524-1068	1*	RS -A590-003 APPR-075	368,516.58	418,929.60	417,914.02	88.18	368,516.58	368,516.58		
524-1083	1#	PHS -000S-115 APPR-140	3,673.73	3,673.73	3,673.73	100.00	3,673.73	3,673.73		
524-1091	1	RS -A599-003 APPR-075	273,568.00	264,398.16	264,398.16	88.15	233,066.98	233,066.98		
525-1073	1	RS -B564-003 APPR-075	355,000.00	422,454.09	422,454.09	81.60	344,722.54	344,722.54		
526-1042	1	RS -A662-001 APPR-075	438,254.00	482,077.05	483,623.68	88.18	426,459.36	426,459.36		
526-1055	1	X10 -000C-024 APPR-580	436,842.00	428,412.44	428,412.44	85.00	364,150.57	364,150.57		
526-1067	1	SR -A662-003 APPR-079	323,390.00	25,162.44	25,820.97	88.15	22,761.19	22,502.66		258.53

9399

STATE COPY

CC: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-24-84

9399

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT January 24, 1984	REPORT MADE BY C. T. Keasey, Construction Engineer		PROJECT NO. RS-A590(3)
COMPLETION DATE October 7, 1982	ACCEPTANCE DATE BY CONTRACT AGENCY March 29, 1983	TIME ELAPSED 97 %	CONTRACT TIME 185 CWD
APPROVED EXTENSIONS	LOCATION Abiqua Creek Bridge Section of FAS Route A590.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

A. Construct roadbed subgrade, aggregate base and asphalt concrete pavement.

B. Construct Bridge No. 1260A over Abiqua Creek.
Roadway Width: 31.5 feet. Length: 100 feet.

C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Auburn Construction Company

3. Contract Amount: $344,493.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
FEB 14 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy 2/15

NOTED
W. E. SCHWARTZ

Signature (SHD Official) C T Keasey

Title Constr. Engr.

A final inspection of the completed project was made October 7, 1982.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer William H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/30/84	TITLE Field Operations Engineer	DATE 1/30/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9399

8

April 7, 1983

CON 5
#9399

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

Gentlemen:

Contract No. 9399 awarded to Auburn Construction Company for work on the Abiqua Creek Bridge Section in Marion County was completed on December 27, 1982, and accepted by the State Highway Division on March 29, 1983.

Final payment in the amount of $1,892.11 will be released to the contractor after April 12, 1983. The total contract amount is $361,133.20 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks
cc: Auburn Construction Company
10630 S.W. Tonquin Loop Rd.
Sherwood, OR 97240

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

9399

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

4-4-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Donald M. Drake Co. No. 8893	NE Failing St.-NE Hancock St. (N. Banfield Intchge.) Multnomah County	March 9, 1983
R. L. Coats No. 9527	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 15, 1983
Cascade Const. Co. No. 9025	N.Main Ave.-Bull Run Rd. Multnomah County	March 16, 1983
R. L. Coats No. 9535	Sisters Truck Scale Deschutes County	March 16, 1983
Jack Robinson & Sons, Inc. No. 9526	Deschutes Pl.-Lafayette Ave. (Bend) Deschutes County	March 16, 1983
Fabricators, Inc. No. 9381	Elkhead Rd.Intchge.-Rice Hill Intchge. Douglas County	March 17, 1983
J. C. Compton Co. No. 9420	32nd St.-Crest Motel (Astoria) Clatsop County	March 17, 1983
Ajax Electric Co. No. 9427	Columbia River Hwy. @ SW E.M. Watts Rd. & SW Maple St. (Scappoose) Columbia County	March 17, 1983
Siuslaw Construction Co. No. 9204	Sundial-Sandy River Multnomah County	March 21, 1983
Cascade Const. Co.,Inc. No. 9183	SW Bancroft St.-Sellwood Br. (Portland) Multnomah County	March 22, 1983
Steve Pyles, General Contractors, Inc. No. 9500	N. Fk. Ash Creek (Hoffman Road) Bridge Polk County	March 22, 1983

Contractor and Contract No.	Section and County	Acceptance Date
Auburn Const. Co. No. 9399	Abiqua Creek Bridge Marion County	March 29, 1983
A. K. Lundmark & Son, Inc. No. 9423	Westport Slough (Woodson) Bridge Columbia County	March 29, 1983
Wildish Const. Co. No. 9352	Dexter County Park Road-Minnow Creek Lane County	March 29, 1983

April 4, 1983

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9399

U.S. Department of Transportation

Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Final Voucher Payment

Date: March 11, 1983

From: Division Administrator

Reply to Attn. of: HAM-OR/120.3

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

The following vouchers have been approved for payment in the amount submitted:

	32-1049 32-1997	FG 7(3)	$ 0.00	UPRR Xing at Wallowa Lake Hwy (Wallowa)
PE	320-1951	M 1140(1)	0.00	Mill St -5th St (Springfield) Section
9159	324-1932 324-1046	BWM 1520(1)	0.00	12th St. S.E - Pringle Road (Salem)
9159	324-1931 324-1046	BWM 1575(1)	0.00	Madrona Ave S.E. [illegible] S.E (Salem)
8711	326-1003 326-1932	M 000C(4)	0.00	S.W. Pine St to S.W. Madison St (Portland)
ROW	10-2539	F 14(8)	0.00	Shields Creek-Mungo's Creek
ROW	12-2505	F 92(2)	0.00	Austin Junction Sec.
ROW	617-2515	I 5-2(90)	0.00	Sunny Valley Interchange Jumpoff Joe Cr.
	626-1925 626-1025	I 405-8(37)	0.00	Fremont Bridge (Portland)
ROW	224-2526	RS A590(2)	0.00	Abiqua Creek Bridges Section
SFO	9-1019 & 9-1981	RRS 88-1(2)	0.00	BNRR Xing at Evergreen Ave (Redmond)
	303-1027 303-1914	RRS 9714(4)	0.00	SPTC Xing at Harrison St (Milwaukie)
9298	21-1901 4-1036	PMS 2-4(7)	0.00	Wash. State Line - [illegible] County Line Sec.
9305	26-1042 20-1477	HHS 28(2)	0.00	McKenzie Hwy at Goodpasture Rd.
	321-1095 321-1959 321-1961 321-1962	SRS 000S(58)	0.00	Toledo RR Xing [illegible] Division
PE	426-1942 526-1955	IX 000C(20)	0.00	Gateway [illegible] Traffic Signal [illegible]
PE	726-1917 426-1938	IX 9326(5)	0.00	W. Burnside St & S.W. [illegible] S.W. Tichner
PE	203-1901 403-1913	IX 9665(4)	0.00	SE Courtney Ave. S.E. Rothe Rd. Sec.
PE	26-1934	IX 9713(2)	0.00	NE Sandy Blvd - S.W. Wash. St. (Portland)

for Dale E. Wilken

PROGRAM MANAGEMENT SECTION
REFERRED TO
FOR
FILE

RECEIVED
MAR 15 1983
HIGHWAY ACCOU

NOTED
F. R. GRIFFIN

RECEIVED
MAR 14 1983
HIGHWA

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

9399

STATE COPY D

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
2-116

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-17-83

State
Oregon

County
Marion

Project Number
RS-A590(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 30, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 412,145.00	$ 417,638.00
Federal funds	$ 363,421.00	$ 368,264.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs & construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Section Manager
(Title)

XX~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon February 9, 1983

Federal-Aid Project
No. RS-A590(3)

Abiqua Creek Bridge Section
County Road in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 22+50 to Sta. 28+07 to Sta. 43+00)

Subtotal of previous estimate of November 24, 1982			$208,769.30
Previous Estimate			
General Excavation	12,545 Cu. Yd.	2.00	$ 25,090.00
Revised Estimate			
General Excavation	13,483 Cu. Yd.	2.00	$ 26,966.00
Filter Fabric (P.A. #6)	843.8 Sq. Yd.	1.83	1,544.15
			$ 28,510.38
		Increase	$ 3,420.30
		Subtotal	$212,189.60
		Engineering	31,828.40
		Total	$244,018.00

Type Code X081
Abiqua Creek Bridge, No. 1260A (Sta. 27+07 to Sta. 28+07)

Total the same as previous estimate of Nov. 24, 1981 $173,620.00

Length of Roadway ----------- 0.369
Length of Structure --------- 0.019

Cost of Roadway Per Mile-----$661,295.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$244,018.00	$215,174.00	$ 14,422.00	$ 14,422.00
Bridge	173,620.00	153,090.00	10,265.00	10,265.00
TOTAL	$417,638.00	$368,264.00	$ 24,687.00	$ 24,687.00

Group 1 100%
Contract No. 9399
Prefix: 524-1953
Prefix: 524-1068

9399

STATE COPY B

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-157

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-30-82

State: Oregon

County: Marion

Project Number: RS-A590(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 30, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 401,754.00	$ 412,145.00
Federal funds	$ 354,258.00	$ 363,421.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30 th day of November, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Federal-Aid Project
No. RS-A590(3)

Oregon State Highway Division
Salem, Oregon November 24, 1982

Abiqua Creek Bridge Section
County Road in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 620
Roadway (Sta. 22+50 to Sta. 27+07 & Sta. 28+07 to Sta. 43+00)

Subtotal of previous estimate of September 14, 1982	$198,378.00

Previous Estimate

1"-0 Aggregate Base	6,880 Ton	8.65	$ 59,512.00
Class "B" Asphalt Concrete	1,630 Ton	29.40	47,922.00
			$105,434.00

Revised Estimate

1"-0 Aggregate Base	7,534 Ton	8.65	$ 65,169.10
Class "B" Asphalt Concrete	1,723 Ton	29.40	50,656.20
			$115,825.30
		Increase	$ 10,391.30
		Subtotal	208,769.30
		Engineering	29,755.70
		Total	$238,525.00

Type Code X081
Abiqua Creek Bridge, No. 1260A (Sta. 27+07 to Sta. 28+07)

Total the Same as previous estimate of Nov. 24, 1981	$173,620.00

Length of Roadway ------------- 0.369 mi.
Length of Structure ----------- 0.019 mi.

Cost of Roadway Per Mile-------$646,409.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$238,525.00	$210,331.00	$14,097.00	$14,097.00
Bridge	173,620.00	153,090.00	10,265.00	10,265.00
TOTAL	$412,145.00	$363,421.00	$24,362.00	$24,362.00

Group 1 100%
Contract No. 9399
Prefix: 524-1953
Prefix: 524-1068

9399

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 9-161
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9/23/82

State Oregon
County Marion
Project Number RS-A590(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 30, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 390,476.00	$ 401,754.00
Federal funds	$ 344,310.00	$ 354,258.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of September, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 14, 1982

Federal-Aid Project
No. RS-A590(3)

Abiqua Creek Bridge Section
County Road in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 22+50 to Sta. 27+07 & Sta. 28+07 to Sta. 43+00)

Subtotal of previous estimate of November 24, 1981	$191,063.00

Additional Items

21-inch Culv. Pipe (P.A. #4)	38 Lin. Ft.	36.50	$ 1,387.00
Loose Riprap Cl 200 (P.A. #5)	312 Cu. Yd.	19.00	5,928.00
			$ 7,315.00

Increase	$ 7,315.00
SUBTOTAL	$198,378.00
Engineering	29,756.00
TOTAL	$228,134.00

Type Code X081
Abiqua Creek Bridge, No. 1260A (Sta. 27+07 to Sta. 28+07)

Total the same as previous estimate of November 24, 1981	$173,620.00

Length of Roadway -------------- 0.369 mi.
Length of Structure ------------ 0.019 mi.

Cost of Roadway Per Mile -------$618,249.32

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$228,134.00	$201,168.00	$13,483.00	$ 13,483.00
Bridge	173,620.00	153,090.00	10,265.00	10,265.00
TOTAL	$401,754.00	$354,258.00	$23,748.00	$ 23,748.00

Group 1 100%
Contract No. 9399
Prefix: 524-1953
Prefix: 524-1068

4349

OMB No. 04-R2089 L,

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-2	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-30-81	State Oregon County Marion Project No. RS-A590(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Abiqua Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-25-81	0.388
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT $ 390,476.00	FEDERAL FUNDS $ 344,310.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Executive Asst. to State Hwy. Engr.
(Title)
XXBy For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator 11-30-81

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon November 24, 1981

Federal Aid Project
No. RS-A590(3)

Abiqua Creek Bridge Section
County Rd. in Marion County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 22+50-27+07 & Sta. 43+00)

Mobilization	(55 %)	All Required	$ 16,115.00
Temporary Protection and Direction of Traffic	(55 %)	All Required	935.00
Temporary Signs	292 Sq. Ft.	3.50	1,022.00
Temporary Barricades	2 Each	45.00	90.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	4.50	225.00
Flagman	80 Hour	23.00	1,840.00
Clearing and Grubbing		All Required	1,500.00
Removal of Structures and Obstructions		All Required	2,500.00
General Excavation	12,545 Cu. Yd.	2.00	25,090.00
Toe Trench Excavation	395 Cu. Yd.	3.80	1,501.00
Stone Embankment	610 Cu. Yd.	9.00	5,490.00
Trench Excavation	50 Cu. Yd.	10.00	500.00
Finishing Roadbed and Slopes		All Required	2,500.00
Watering	240 M-Gal.	12.00	2,880.00
1"-0 Aggregate Base	6,880 Ton	8.65	59,512.00
Class "B" Asphalt Concrete	1,630 Ton	29.40	47,922.00
12-inch Culvert Pipe	428 Lin. Ft.	10.00	4,280.00
18-inch Culvert Pipe	80 Lin. Ft.	12.00	960.00
Concrete Inlets, Type D	1 Each	250.00	250.00
Guard Rail, Type 2A	25 Lin. Ft.	19.00	475.00
Guard Rail, Type 3	100 Lin. Ft.	26.60	2,660.00
Guard Rail Anchors, Type 1	1 Each	280.00	280.00
Rail End Pieces, Type C	4 Each	75.00	300.00
Rail End Pieces, Terminal Connector	4 Each	57.00	228.00
Type 2 Fence	250 Lin. Ft.	1.90	475.00
Wire Fabric	1,125 Sq. Yd.	6.40	7,200.00
Anchor Posts	70 Each	6.00	420.00
Extra for Asphalt Approaches	9 Each	100.00	900.00
Delineators, Type 2	18 Each	16.00	288.00
Roadside Seeding and Mulching	3 Acre	875.00	2,625.00
			$ 190,963.00

Anticipated Items

Temporary Erosion Control		All Required	100.00
		SUBTOTAL	$ 191,063.00
		Engineering	25,793.00
		TOTAL	$ 216,856.00

Type Code X081
Abiqua Creek Bridge No. 1260A (Sta. 27+07 to Sta. 28+07)

Mobilization	(45 %)	All Required	$ 13,185.00
Temporary Protection and Directon of Traffic	(45 %)	All Required	765.00
Bridge Removal Work		All Required	6,350.00
Structure Excavation	30 Cu. Yd.	10.00	300.00
Furnish Pile Driving Equipment		All Required	3,954.00
Furnish HP 10X42 Steel Piling	798 Lin. Ft.	16.50	13,167.00
Drive Steel Piles	798 Lin. Ft.	.50	399.00
Structural Concrete, Class 3300 (40 C.Y.)		All Required	6,780.00
4'x100'/105' Prestressed Box Beams	8 Each	11,263.00	90,104.00
Reinforcement (6,400 lbs.)		All Required	2,370.00
Reinforced Concrete Bridge End Panels	143 Sq. Yd.	52.00	7,436.00
Two Tube Steel Railing	192 Lin. Ft.	42.50	8,160.00
		SUBTOTAL	$ 152,970.00
		Engineering	20,650.00
		TOTAL	$ 173,620.00

Length of Roadway ------------- 0.369 mi.
Length of Structure ----------- 0.019 mi.
TOTAL LENGTH 0.388 mi.

Cost of Roadway Per Mile $470,514.91

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$216,856.00	$191,220.00	$12,818.00	$12,818.00
Bridge	173,620.00	153,090.00	10,265.00	10,265.00
TOTAL	$390,476.00	$344,310.00	$23,083.00	$23,083.00

Group 1 100%
Contract No. 9399
Prefix: 524-1953 (PE Only)
524-1068

Abiqua Creek Bridge Section
(nonparticipating-state work)

Furnish and Install Mailbox Posts	7.00 Each	80.00	$ 560.00

9399 2-11-83 224-2526

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

VOUCHER PERIOD
FROM 11/16/80
TO 12/31/82

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ X FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.: RS-A590(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$31,424.28	$31,424.28	88.15%	$27,700.50	$27,700.50	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 2/11/83

PASSED FOR PAYMENT
BY DATE Controller

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	9399 ITEM	QUANTITY	UNIT	UNIT PR	AMOUNT	NOTATIONS (Payee must not use this column)
	Abiqua Creek Bridge Section Marion County					
	Type Code ROWA					
	Right of Way	All Required			$18,755.00	
	Total ROWA Costs				$18,755.00	
	Acquisition Expense					
	State				12,669.28	
	Total Cost				$31,424.28	✓
	Participating costs are for Right of Way costs actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	Final Revised Right of Way plans were approved by FHWA 2/2/83.					
	Prepared based on Participating Costs as shown on Federal Billing as of 2/17/83.					
	AMOUNT CARRIED FORWARD					

```
                                   224   2523    950     00 P 1                                                     196.74
                                   224   2523    950     00 N 1                                                      59.00
                                                 TOT        P1             1,128.28          134,364.84          920,952.80
                                                 TOT        N1                                   179.72CR          1,020.99CR
                                             ** JOB TOTALS **             1,128.28  **      134,185.12  **      919,931.81  **

  ABIQUA BR SECT RS A590(2)      CONT NO      * FA PROJ NOS RS  A590002 100                                                    STATE
                                   224   2526    295     00 N 9                                   87.09CR             87.09CR
                                   224   2526    296     00 N 9             24.04CR            1,437.44CR          29,473.68CR
                                   224   2526    297     00 N 9                                  140.56             1,860.27
                                   224   2526    298     00 N 9             24.04              1,383.97            27,700.50
                                   224   2526    401     00 P 1                                   15.40            11,020.40
                                   224   2526    403     00 P 1                                1,470.00             3,409.60
                                   224   2526    404     00 P 1                                                     1,390.00
                                   224   2526    405     00 P 1                                                     2,935.00
                                   224   2526    407     00 P 1                                   12.80             7,285.40
                                   224   2526    409     00 P 1                                                        50.00
                                   224   2526    412     00 P 1                                                       475.15
                                   224   2526    413     00 P 1                                                        23.28
                                   224   2526    413     00 N 1                                   15.40CR




 ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         FEBRUARY 1983          PAGE 1064

                                                                                      FISCAL             GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH      YEAR TO DATE           TO DATE
                                   224   2526    414     00 P 1                                   14.48             3,305.30
                                   224   2526    426     00 P 1                                   48.03                48.03
                                   224   2526    430     00 P 1                                                        30.59
                                   224   2526    713     00 P 1                                                        75.00
                                   224   2526    920     00 P 1                                                        63.26
                                   224   2526    930     00 P 1                                    9.74             1,313.27
                                                 TOT        P1                                 1,570.45            31,424.28
                                                 TOT        N1                                    15.40CR
                                             ** JOB TOTALS **                         **       1,555.05  **      31,424.28  **

  P SMITH RD-S MAIN ST-WILSONRD CONT NO      * FA PROJ NOS SOS 2500002 100                                                STATE
                                   225   2505    296     00 N 9                                                       117.77CR
                                   225   2505    297     00 N 9                                                        16.72
                                   225   2505    298     00 N 9                                                       101.05
                                   225   2505    407     00 P 1                                                        14.78
                                   225   2505    407     00 N 1                                                        10.00CR
                                   225   2505    412     00 P 1                                                        48.81
                                   225   2505    412     00 N 1              6.28                  6.28                 6.28
                                   225   2505    414     00 P 1                                                        15.84
                                   225   2505    930     00 P 1                                                        38.34
                                   225   2505    930     00 N 1            165.36                165.36               165.36
                                                 TOT        P1                                                        117.77
                                                 TOT        N1             171.64                171.64               161.64
                                             ** JOB TOTALS **             171.64  **
```

B01

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

03/17/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
126-2583	1	X10 -9966-004 APPR-580	13,090.00	1,416.04	1,416.04	85.00	1,203.63	1,203.63		
127-2512	1#	F -0064-003 APPR-010	33,316.78	38,569.39	37,782.69	88.18	33,316.78	33,316.78		
134-2521	1#	U -0466-014 APPR-032	194,941.81	251,511.35	249,318.08	78.19	194,941.81	194,941.81		
134-2522	1#	F -0079-001 APPR-010	605,951.23	734,688.36	706,236.87	85.80	605,951.23	605,951.23		
134-2528	1	HES -9234-006 APPR-141	33,300.00	19,201.48	19,134.25	90.00	17,220.83	17,220.83		
134-2531	1	BRM -9234-007 APPR-118	6,080.00	727.27	709.54	80.00	567.63	567.63		
134-2532	1	X10 -9091-009 APPR-772	7,762.00	342.60	342.60	85.00	291.21	291.21		
134-2534	1#	X10 -0079-004 APPR-772				85.00				
	5	X10 -0079-004 APPR-772	233,750.00	258,481.32	258,060.09	85.00	219,351.08	219,351.08		
	6	X10 -0079-004 APPR-580		68.00	68.00	85.00	57.80		57.80 A	
134-2534		PREFIX TOTALS	233,750.00	258,549.32	258,128.09		219,408.88	219,351.08	57.80	
134-2541	1	HES -0128-002 APPR-580				85.00				
136-2518	1	F -0073-002 APPR-010	19,128.00	1,047.34	1,047.34	88.15	923.23	923.23		
203-2524	1#	M -9718-003 APPR-W36	74,323.65	91,083.38	84,314.97	88.15	74,323.65	74,323.65		
203-2533	1	X10 -9659-007 APPR-772	8,500.00	6,579.16	6,579.16	85.00	5,592.29	5,592.29		
	2	XI -9659-007 APPR-823	7,820.00			85.00				
203-2533		PREFIX TOTALS	16,320.00	6,579.16	6,579.16		5,592.29	5,592.29		
203-2535	1	SOS -0300-008 APPR-680	8,832.00	10,256.26	10,256.26	85.77	8,796.79	8,796.79		
203-2536	1	X10 -9718-005 APPR-772	148,750.00	101,491.81	101,490.03	85.00	86,266.53	84,678.84		1,587.69
203-2539	1	HES -9674-004 APPR-141		1,200.00	1,200.00	90.00	1,080.00		1,080.00 A	
07-2504	1#	OS -0700-001 APPR-627	7,116.58	13,381.52	8,294.38	85.80	7,116.58	7,116.58		
224-2520	1#	OS -2400-001 APPR-627	2,082.04	2,426.62	2,426.62	85.80	2,082.04	2,082.04		
224-2522	1#	M -1830-003 APPR-W32	120,371.66	142,454.59	142,454.59	88.18	125,616.46	120,371.66	5,244.80 B	
224-2523	1	M -1705-006 APPR-W32	846,240.00	919,331.26	920,352.25	88.15	811,290.51	811,819.89		529.38CR
224-2526	1#	RS -A590-002 APPR-075	27,700.50	31,424.28	31,424.28	88.15	27,700.50	27,700.50		
225-2505	1#	SOS -2500-002 APPR-680	101.05	279.41	117.77	85.80	101.05	101.05		

9379

1-14-83

ABIQUA CREEK BRIDGE

FAS A590

MARION COUNTY, CONTRACT #9399

PREFIX #524-1068

JOB NARRATIVE

Warren E Mueller

REFERRED TO
Beard 1 Stoudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER
Letter

✓
Anderson
2 Adams
Olson
Sullivan
per copy

RECEIVED
JAN 14 1983
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up /
Action

The project was awarded to Auburn Construction Company October 22,1981. A pre-construction conference was held in C. O. Fredrickson's office on October 27, 1981. The contractor was confused on the road closure time of 75 days. He did not realize that he would have only 75 days of actual closure of the road and that most of the work would be needed to be completed before he closed the road. I think this specification was a good prod to keep the contractor working and eliminated much delay.

The contractor wanted to start work on November 9, 1981 but, the deposit from Marion County had not been received. Marion County said they had sent deposit to the State. The voucher was found in the Executive Department and hand carried to O.D.O.T. Commission Services. The contract was released.

The contractor started work November 9, 1981 with clearing & grubbing of the project. We were in trouble almost immediately as our staking of the R/W showed four large fir trees with in the clearing area. The property owner complained that he had only been paid for two trees. R/W was contacted and they agreed to pay for the two additional trees.

We also had a well with a pump on it in this same area. The R/W agreement called for the property owner to drill a new well & move the pump within 30 days after he receives payment for the well. The State is to abandon the existing well. As you might expect the owner had not been paid for the well. I, therefore told the contractor to stay away from the well.

Abandonment of a well must be done in accordance with the State Board of Health & Water Resources Board. I told R/W to take care of the abandonment as it was, I felt, part of the R/W negotiations. This was fine with Region R/W but went tilt at Accounting. A State Force Order was written for $831.00 to pay for the abandonment.

The contractor completed the clearing and started fence construction. He said, "he told the supplier that the material was to be installed on a Highway project" but they failed to send any certifications for wire and posts. Unfortunately, the contractor payed the supplier for the material, and could not get certifications. As it turned out the "T" line posts would meet specifications. The contractor removed & replaced the fence wire & corner posts.

In the layout of the bridge location we found that the stationing of the bridge did not fit the location on the bridge plans. This could have been due to shifting of lines during design.

Marion County, Construction Section, Bridge Section, Region II, & FHWA all met and looked at the bridge. The location to fit the creek would put Bent #3 on top of the existing bridge foundation. We decided that moving the structure about four feet north and reversing the batter piles we could miss the existing bridge and be able to construct Bent #1 & #2 without disrupting traffic.

Fall rains started the last of November and 1st part of December. This brought the creek up and the creek bank started to erode upstream of Bent #2. Consultation with Hydrology, Region II & Marion County, it was decided to add rip rap to the upstream corner of the old bridge bent and leave both old bents in place to protect the bank and the new bridge bents.

Bridge bents and abutments were constructed December through February with no problems.

Grading started May 12, 1982 with the road closure starting May 13 1982. The large cut in the area of the well was very wet and required much aeration. The north fill plans showed the placement of rip rap with wire mesh placed over the top & held down with the top section of mesh placed under the shoulder and the bottom section on top with stakes to hold it down every 25 feet. Due to the wire being shipped in rolls, it would not lie flat at the bottom end. The contractor was told to get it flat but, stakes every 5 feet did not seem to keep it flat. After the Final Inspection, the County set up and rolled the wire fabric back, made a trench & placed the ends under the rip rap. The County did not like the mesh being open as cattle might get their legs caught in the mesh. Also, the County, did not like the open mesh around bent #1, under the bridge, as they felt that fisherman & others going to the creek could trip and fall if the mesh was to remain open. The County placed a layer of C.T.B. over the mesh to protect the public, but did no further work on the rip rap on the north fill.

The plans called for the roadway section to be closed not more than 75 days with a detour over Gallonhouse Road. Gallonhouse Bridge has a 5 ton load limit and is an old covered bridge. The County requested we detour traffic to the Silverton-Hillsboro Hwy., which we did. The Post Office's and Fire Departments at Silverton & Mt. Angel were contacted for rerouting of their equipment.

The excavation and embankment work proceeded very well with the exception of the wet material encountered in the large excavation area .

The contractor was caught by rain in June and was required to place rock on the temporary roadway to enable the local traffic to get in and out.

On June 7, & 8th the contractor placed the precast prestressed box beams, but due to the difference in camber of beams, was unable to place the 1 1/4" rods through the 2" holes. A change was made to allow a 5/8" galvanized prestress cable and chucks in place of the rods.

Why the Bridge Department can't make the hole 3" is beyond me. Wide bridges require the rods be connected with a threaded sleeve which is about 2 1/2 to 2 3/4 inches in diameter, and again almost impossible to install. I would like to emphasize that the tie rod hole be a minimum of 4" and that the beams be made 3' - 11 7/8" plus or minus 1/8" with 3' - 11 7/8" shown as the beam dimension. Hopefully, we can then set the beams in the opening provided by the plans.

In conclusion the new structure and realignment have, we hope, eliminated the cause of accidents that were a problem in the past. The road closure time limit was a good idea, but had the alignment of the road been changed a few feet clearance would have been available to construct the complete bridge before removal of the old bridge. More care should be given to construction details on the plans.

As a whole the project was accepted by the County Court, the mayor's of Mr. Angel and Silverton in a ribbon cutting ceremony on August 3, 1982, with many favorable remarks.

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION:	ABIQUA CR. BRIDGE	**CONTRACT #:**	9399
HIGHWAY:	FAS A590	**PREFIX #:**	524-1068
COUNTY:	MARION	**F.A.P. #:**	RS-A0590003

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	344,493.00	345,986.70	+ .4 %
Anticipated Items	100.00	------	- 100 %
Contingencies	15,506.69	16,085.39	+ 3.7 %
Engineering	31,013.37	50,000.00	+ 61 %
Total	391,113.06	412,072.09	+ 5.3 %

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
15	AGGREGATE BASE	6880 TONS	7534.23 TONS	+ 9.5%

ADDITIONAL AGGREGATE BASE MATERIAL WAS USED TO BACK FILL SUB-EXCAVATION AREAS.

9399

b

FORM 01-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: ABIQUA CREEK BRIDGE
WEEK ENDING: January 1, 1983
SECTION PREFIX: 524-1068
HIGHWAY: FAS A590
COUNTY: MARION
NAME OF JOB: ABIQUA CREEK BRIDGE
KIND OF WORK: GRADING, PAVING, & STRUCTURE
CONTRACTOR: AUBURN CONSTRUCTION CO.
CONTRACT NUMBER: 9399
FEDERAL AID PROJECT NUMBER: RS-A590
DATE OF CONTRACT: 11/17/81
DATE WORK STARTED: 11/6/81
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
Calendar WORK DAYS 190
WORK DAYS USED 184
MEN
SUPERVISION
SPECIFIED CALENDAR DAYS
CALENDAR DAYS USED
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 97
PROJECT AUTHORIZATION $ 391,113.06
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 360,120.69
ENGINEERING AUTHORIZATION $ 31,013.37
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 344,593.00
ENGINEERING COST TO DATE $ 50,000.00
DATE PROJECT WAS COMPLETED 10-7-82
ESTIMATED PERCENT OVERRUN UNDERRUN -4½ %
PERCENT OF AUTHORIZATION 161 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,500 cy	5880 ton			1650 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,500	6900			1730
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1260A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	*************			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY	*************			

RECEIVED
JAN 7 1983
CONSTRUCTION SECTION
CE K
CAE
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed 10-07-82
Final Inspection 10-07-82
3rd Notification 12-27-82

This will be the last Weekly Report.

SIGNED Warren E Mueller LOCATION SALEM
WARREN E. MUELLER RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9399 9-28-82 524-1953

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capital Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED Oregon

FEDERAL AID PROJECT NO. RS-A590(1)

VOUCHER PERIOD From: 5-22-78 To: 9-17-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$35,604.06	$35,301.31	88.16%	$31,120.70	$31,120.70	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		9/28/82 Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Abiqua Creek Bridge Section **County Road in Marion County**					
	Preliminary Engineering **Type Code P.E.**					
	State	All Required			5 $3,010.75	
	Work by Marion County	All Required			290.56	
	Total Preliminary Engineering Participating				$35301.31	
	Nonparticipating Project Cost					
	P.E. (State)	All Required			302.75	
	Total Project Cost				$35604.06	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/14/82.					
	AMOUNT CARRIED FORWARD					

THIS HAS BEEN UPDATED

001

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

10/21/82

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
524-1963	18	RS -A690-001 APPR-075	31,128.70	35,604.06	35,301.31	88.18	31,128.70	31,128.70		
525-1966	18	RS -B560-001 APPR-075	12,144.92	13,789.37	13,772.87	88.18	12,144.92	12,144.92		
525-1967	18	RS -B560-002 APPR-075	10,356.69	11,936.68	11,744.94	88.18	10,356.69	10,356.69		
525-1971	18	RS -B564-002 APPR-075	18,650.36	21,150.33	21,150.33	88.18	18,650.36	18,650.36		
526-1954	1	RS -A662-001 APPR-075	47,170.00	31,168.16	33,117.82	85.77	28,405.15	28,405.15		
526-1956	1	X10 -000C-020 APPR-772	19,000.00	4,150.39	4,150.39	85.00	3,527.83	3,527.83		
526-1966	1	RS -A662-002 APPR-075	75,834.00	122.58	122.58	88.18	108.09	108.09		
527-1967	18	RS -A557-001 APPR-075	34,102.51	39,846.51	39,746.51	85.80	34,102.51	34,102.51		
527-1968	1	RRS -A557-002 APPR-138	1,800.00	387.11	387.11	90.00	348.40	348.40		
527-1969	1	RS -A515-001 APPR-075	17,188.00	19,199.59	19,199.59	88.15	16,924.44	16,924.44		
527-1979	18	RS -A559-001 APPR-075	8,183.75	9,300.50	9,280.73	88.18	8,183.75	8,183.75		
528-1961	1	RS -B443-001 APPR-075	15,342.00	16,735.75	16,735.75	88.15	14,752.56	14,752.56		
530-1932	18	RS -B570-001 APPR-075	16,274.70	19,010.29	18,968.18	85.80	16,274.70	16,274.70		
530-1938	18	ROS -000S-014 APPR-144	5,587.57	6,224.76	6,208.41	90.00	5,587.57	5,587.57		
530-1962	1	HES -000S-001 APPR-141	1,000.00	148.59	148.59	90.00	133.73	133.73		
530-1960	1	RS -B571-002 APPR-075	31,514.00	39,801.22	39,710.84	88.15	35,005.11	31,514.00	3,491.11 B	
530-1978	1	RRS -B573-001 APPR-138	1,800.00	17.33	17.33	90.00	15.60	15.60		
531-1918	18	SRS -000S-026 APPR-148		3,308.86		90.00				
531-1934	1	RRS -B618-002 APPR-138	450.00	3,375.65	3,375.65	90.00	3,038.09	450.00	2,588.09 B	
532-1902	1	RRS -B636-001 APPR-118	15,480.00	8,821.14	8,821.14	80.00	7,055.91	7,056.91		
532-1990	18	RS -B642-001 APPR-075	19,162.97	22,376.33	22,334.46	85.80	19,162.97	19,162.97		
533-1943	1	BRS -B407-001 APPR-118	24,160.00	18,494.79	18,494.79	80.00	14,795.83	14,511.18		284.65
534-1901	1	HES -9022-006 APPR-141	8,460.00	8,794.15	8,794.15	90.00	7,914.74	7,914.74		
534-1902	18	RRS -A678-001 APPR-138		200.10		90.00				
534-1904	1	HES -A663-001 APPR-141	11,430.00	12,139.24	12,139.24	90.00	10,925.32	10,925.32		
534-1932	18	RS -A678-001 APPR-075	23,550.92	27,456.93	27,448.63	85.80	23,550.92	23,550.92		

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                                                                                                   STATE
ABIQUA CRBRSILVTN-MTANGELHWY  CONT NO      $ FR PROJ NOS RS  560001 100                      31,831.98CR
                             524  1953    296     00 N 9     580.10         580.10          1,605.00
                             524  1953    297     00 N 9                                   30,246.78
                             524  1953    298     00 N 9     580.10CR       580.10CR       15,774.08
                             524  1953    901     00 P 1     376.12CR       376.12CR          290.66
                             524  1953    903     00 P 1     222.10         222.10          4,676.68
                             524  1953    905     00 P 1     513.14CR       513.14CR          125.94
                             524  1953    906     00 P 1                                        2.79
                             524  1953    907     00 P 1                                    5,421.66
                             524  1953    909     00 P 1


                                                                      SEPTEMBER 1982        PAGE  811
TOTAL TO DATE JOB COST SUMMARY
                                                                          FISCAL           GRAND TOTAL
                                  PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
DESCRIPTION OF JOB OR DEPARTMENT                                                                 831.77
                             524  1953    910     00 P 1                                        5.00
                             524  1953    910     00 N 1                                      198.66
                             524  1953    911     00 P 1                                      575.59
                             524  1953    913     00 P 1                                      289.75
                             524  1953    914     00 P 1                                    1,714.50
                             524  1953    918     00 P 1                                       13.40
                             524  1953    920     00 P 1       54.46CR        54.46CR       1,362.89
                             524  1953    921     00 P 1      279.09CR       279.09CR          93.99
                             524  1953    922     00 P 1                                      226.60
                             524  1953    923     00 P 1                                    1,136.82
                             524  1953    926     00 P 1                                      297.75
                             524  1953    926     00 N 1                                    2,565.67
                             524  1953    927     00 P 1                                   35,301.31
                                          TOT        P1     1,000.71CR     1,000.71CR         302.75
                                          TOT        N1                                    35,604.06  **
                                         ** JOB TOTALS **   1,000.71CR**   1,000.71CR**

                                                                                                   STATE
WILLOW CR BR # 560           CONT NO 0000 $ FR PROJ NOS RS  560001 100       674.18CR      12,819.10CR
                             525  1966    296     00 N 9                     674.18           674.18
                             525  1966    297     00 N 9                                   12,144.92
                             525  1966    298     00 N 9                                    3,804.37
                             525  1966    901     00 P 1                                       16.50
                             525  1966    901     00 N 1                                    1,675.71
                             525  1966    905     00 P 1                                       25.56
                             525  1966    906     00 P 1                                       64.15
                             525  1966    907     00 P 1
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4399

MARION COUNTY OREGON

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING 588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

August 30, 1982

Warren Mueller
Resident Engineer
Oregon State Highway Division
P. O. Box 14030
Salem, Oregon 97310

RE: Old Mt. Angel Highway
Bridge over Abiqua Creek
FAS-C A-590

Dear Mr. Mueller:

Information contained herein confirms or supplements your conversation with John Green at the project site on August 13, 1982. Prior to closing out project accounts, additional action or other disposition should be taken on the following:

a. Transitions between old and new paving at both north and south ends of the project do not meet contract specifications Paragraph 401.48 (403.48) and cause excessive traffic impacts on immediately following roadway surfaces.

   These transitions should be modified to avoid noticeable effect on passing vehicles.

b. On the east side of roadway at about Station 37+20, three field drain tile are exposed and the parallel road drainage ditch has not been filled to design grade. The concrete tile expected to carry runoff from field drainage and the nearby driveway culvert are at noticeably higher grade than the field drains. It has also been reported that there are blockages in the field tile, apparently caused by operation of contractor equipment in cutting road ditch slopes to design grade.

   This apparent deficiency in original field drain installation was revealed by project construction and must be compensated for to allow proper functioning of project drainage. It is recommended that the portions of three field drains in road right-of-way be cleared of obstructions, checked, replaced if damaged, and connected to a catch basin. The catch basin would also be connected to the cross-roadway tile to restore field drainage to its precontract conditions. The parallel road ditch also should be filled to design grade to prevent water standing in the ditch.

c. Removal of the old bridge and contract grading work left a hazardous area at the south abutment of the old bridge. There is now an unprotected vertical drop-off estimated to be about 8 feet in height and two exposed reinforcing bars extending a few inches above the flat surface of the abutment. This area is within the road right-of-way and readily accessible to the public.

It is recommended that standard guard rail be installed parallel to the old bridge abutment and extending 25 feet easterly from the southeast wing wall of the new bridge and that exposed reinforcing steel be cut so as to eliminate sharp exposed surfaces.

d. Connecting pieces were missing at guard rail ends.

It is understood that the contractor intends to install missing pieces prior to final contract inspection.

e. Widened paving pullouts at mailboxes appear to have been added as an afterthought, inasmuch as roadside ditch alignments remain parallel to roadway centerline and "shoulders" drop off from paving at a steep slope estimated to be about 1:1 for 1½ foot. This condition is undesirable because of tendency for drivers to crowd the pavement edge to reach the mailboxes, and because of reduced support of pavement edge in areas of steep side slope with no shoulder. (An example of obvious pavement failure is already visible in an area with typical shoulders at the east edge of the pavement about 50 feet north of the bridge.)

It is recommended that alternate red and white raised reflective lane markers be installed at 2-foot intervals, a total of four on each side of each mailbox or group of mailboxes, 6 inches from the pavement edge in locations where drivers are most likely to drive near or off the edge of pavement.

f. Contract placement of stone embankment on this project is of major concern to both Road officials and the nearby residents. Sharp exposed ends of wire netting in areas of heavy foot traffic and immediately adjacent to agricultural implement operations are hazardous. Rock surfaces under netting are irregular, forming obstacles likely to injure children or animals. Weed control will be difficult or impossible because of the width of the embankment and inability of mowing and spraying equipment to operate on its surface.

County recommends that small areas of stone embankment, such as that at the northwest corner of the bridge, be trimmed to eliminate irregular wire projections and covered with cement-treated aggregate to cover wire ends and eliminate hazards, as well as to limit deterioration of the embankment under foot traffic. For the large embankment on the west road slope north of the bridge, a 2-foot or wider strip of stone at the toe of the embankment should be removed, then replaced on top of the wire netting. Some hand leveling of stone and driving of anchor posts will also be necessary. Leveling of the entire embankment surface with soil is needed to remove hazards and afford access to mowing equipment.

If OSHD determines it to be the best course of action, Marion County maintenance forces can schedule work described above (except paving modifications and guard rail completion) in the September-December, 1982 period. Marion County cost of this work would not exceed $10,000.

Insofar as could be determined by visual inspection, the above comments cover all correctable contract items, and all items should have further attention before the project is considered complete. Please inform us of OSHD action taken.

Sincerely,

Robert J. Hansen
Director of Public Works

JJG:cg
cc: Board of Commissioners
Jerry Wimer
Bill Penhollow
Don Harwell
Forrest Jones

9399

L.

[redacted]

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

June 8, 1982

Mr. Wes Ario
7477 Mt. Angel Highway
Silverton, Oregon 97381

I am indeed sorry to hear that replacement of the Abiqua Creek Bridge on the old Silverton-Mt. Angel Highway is inconveniencing your business.

To minimize construction costs and save the cost of stage construction the contract provides for a 75 calendar day closure at the bridge site. The balance of the project is open to local traffic. This closure commenced May 13 and the road must be restored to through traffic by July 26. We will work with the contractor to minimize the length of closure.

Marion County officials have granted verbal permission for you to erect a small sign at the Hobart Road intersection telling of the directions to your business. Our Assistant Project Manager Ray Dillon, 885 Airport Road, Salem, 97310, telephone 378-8529, will be in contact with you even before you receive this letter. I trust these arrangements are satisfactory to you and that you understand the necessity of saving taxpayers' funds.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

GW:rgb st

cc Robert Hansen, Director of Public Works
Marion County

bc H. S. Coulter
C. O. Fredrickson
C. T. Keasey
D. E. Swan

Form 734-3123

6-1-82

Mr. Coulter:

This letter is in regard to the Mt Angel Highway road closure.

In August of 1979, we put a plan into effect; that being a roadside business at 7477 Mt Angel Highway.

We have purchased Several thousands of dollars worth of equipment, thousands of dollars worth of trees and plants, pesticides, Herbicides, fertilizers, irrigation equipment and many many other essentials. We raise raspberries, peaches, grapes and pumpkin's.

We had some sales in 1981. June-July 1982 will be our first raspberry crop, this represents hundreds of hours of work. We have pickers Signed up, advertising signs made. We are fully prepared to sell raspberries at this address.

The road closure will curtail sales if not eliminate them. We haven't cultivated other outlets because of transportation costs, and wholesale versus retail prices.

The road closure is preventing us from doing business as we choose.

The monies derived from this raspberry crop are desperately needed, this is no joking matter.

What is the states position in this situation?

RECEIVED
STATE HWY ENGR
JUN 2 '82
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

cy 6-2-82
R/D due 6-11-82

for WES

Sincerel

Wes A
7477 Mt
Silverton

ph 873

P.S.
a prompt reply requested

Road [illegible]ed for bridge replacement

The old Silverton-Mt. Angel Highway was closed to all traffic Thursday as Auburn Construction Co. began replacing a bridge over Abiqua Creek between Nusom and Hobart roads.

Traffic will be detoured over Downs and Hobart roads.

The 24-foot bridge will be 31½ feet wide, which will allow for bike paths on each side.

The project will take 90 days to complete.

The road closure will curtail sales if not eliminate them. We haven't cultivated other outlets because of transportation costs, and wholesale versus retail prices.

The road closure is preventing [illegible] from doing business as [illegible]

The monies derived [illegible] raspberry crop are despera[illegible] is no joking matter.

What is the status [illegible] this situation?

RECEIVED
STATE HWY ENGR
JUN 2 '82
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

cy 6-2-82
R/D due 6-11-82

Sincerely

Wes Aria
7477 Mt Angel Hwy
Silverton, OR. 97381

pH 873-4901

P.S.
a prompt reply requested

9399

October 23, 1981

ACC

Marion County Board
of Commissioners
Courthouse
Salem, Oregon 97301

Attn: Mr. Bob Hansen
Director of Public Works

Gentlemen:

On October 22, 1981 the Highway Division received a satisfactory bid from Auburn Construction Company, 10630 Tonquin Loop Road, Sherwood, Oregon 97140 for the Abiqua Creek (Old Silverton-Mt. Angel Road) Bridge FAS A590. This is an FAS-C Project No. RS-A590(3). Based upon the Contractor's bid the County's advance deposit will be:

Contractor's Bid	$344,493.00
Temporary Erosion Control	$ 100.00
4 1/2% Contingencies	15,506.69
9% Engineering	31,013.37
TOTAL CONSTRUCTION COST	$391,113.06
Estimated P.E. Cost	35,000.00
Estimated R/W Cost	35,000.00
ESTIMATED TOTAL PROJECT COST	$461,113.06

Money to Investment Pool

County's share is 6% of $461,113.06	=	$27,666.78
Less PE Advance Deposit		2,085.00
		$25,581.78

Rec'd

Informed Steve + Phil S

By rounding the County's advance deposit will be $25,600.00

We will award the contract when we receive your advance deposit, which should be in this office no later than November 13, 1981.

Awarded 11-6-81

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 971: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 971 when advance deposit is received.

9399 9-25-81 PW

REGION 2 ENGINEER
RECEIVED
SEP 29 1981
RLE RE RCE RME RTE RDE ULE GEO PSO ENV RFE

NOTICE OF DECISION
FLOODPLAIN DEVELOPMENT PERMIT CASE NO. (FPDP)81-8

Notice is hereby given that the Planning Director for Marion County has APPROVED the following described conditional use FloodPlain development permit subject to certain conditions. The findings and conclusions on which the Director based his decision are noted below.

APPLICATION: Application of the Marion County Department of Public Works to construct a bridge and roadway within the 100 year FloodPlain of Abiqua Creek (Section 178.050 of the Marion County Zoning Ordinance) in an EFU (Exclusive Farm Use) zone on property located at the Mt. Angel Highway in the 7600 block (Sec. 21, T6S, R1W)

FINDINGS AND CONCLUSIONS:

1. The Marion County Department of Public Works is planning to realign a portion of the Mt. Angel Highway (Market Rd. #18) and relocate the bridge where the Highway crosses Abiqua Creek.

2. Where the bridge is proposed to cross Abiqua Creek, the width of the 100 year FloodPlain is approximately 1300 feet.

3. The height of the 1964 flood, which is generally considered a 100 year flood, was 169 feet mean sea level, at the project site.

4. The finished elevation of the proposed roadway at the Creek will run between 173 feet mean sea level to 174.73 feet mean sea level.

5. In providing a surface for the roadway, the Department of Public Works will be adding fill to the banks of the Creek. The existing lowest elevation of the site where the fill is to be added, is approximately 166.2 feet.

6. The area of the project site is not in the floodway nor is it in an identified floodway fringe. The roadway surface will be located four to five feet above the 100 year FloodPlain elevation.

7. From a review of the FloodPlain data, the elevations of the proposal, it appears that the requirements of the Marion County FloodPlain Ordinance have been met.

CONDITIONS:

1. All State agency permits must be obtained.

PROCEDURE: The Marion County Zoning Ordinance provides that flood plain or greenway development permit applications be considered first by the County Planning Director. If the Planning Director is satisfied that the application clearly conforms with all Marion County land use policies and regulations he approves the application. Otherwise, the Director must deny the application. Any interested person may appeal the Director's decision. The appeal must be in writing and be received in the Marion County Planning Department, 220 High Street NE, Salem by October 5,1981.

Versteeg
Andersen
Christensen
Olsen
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
SEP 29 1981
ROAD DESIGN SECTION
Do Not File
Return To
Bring to ✓
Action

A public hearing is held on appeals. The Hearings Officer or the Planning Commission considers the application on the basis of the evidence presented at the hearing. The Director's previsou decision does not prejudice the Hearings Officer's consideration. If you have any question about this application or the decision please call 588-5038 or visit the County Planning Office at the above address.

Russell Nebon

Russell Nebon, Director
Marion County Planning Department

September 25, 1981
Date

BROWN/bj

9399 9-25-81 L,

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A590(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90212

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/25/81

8. FEDERAL ROUTE NUMBER Secondary A590

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Abiqua Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK Grade, drain, high type pavement and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 9/17/81 and 9/23/81 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $440,500 Federal Funds $388,400 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9/14/81 that provisions of FHPM 7-5-1 have been complied with.

(80% Funds)

aug D6 81

RECEIVED
STATE HWY ENGR
OCT 6 '81
REFER TO Moehwa
FOR
Info Invec R/D D/R Sign [✓ Act] File

14. DATE 9/25/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9399

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 17, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90212
Project No. RS-A590(3)
Abiqua Creek Bridge Section
Marion County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $440,500 with an obligation of $388,400 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

This project is expected to be funded from the unobligated FY '81 80% limitation.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
H. Reynoldson w/att
General Files

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
SEP 18 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-17-81

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2		Co. Rd., Approx. 2 mi. NE of Silverton		DHV 120 1,000	----	---	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Gr., Dr., H-T Pave & Str.								RS-	A590

CARD

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA: ----

COUNTY NAME: Marion

ROUTE NO.: S | FEDERAL-AID: A 590 | STATE: Co. Rd. | U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6201 X081		"Abiqua Creek Bridge Section"	0.388	440,500	388,400	26,050	26,050

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH		0.388	440,500	388,400	26,050	26,050

		PROGRAM APPROVAL DATES
1	14	10-1-80

REMARKS: Additional Data: Ite
No.

5241953

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

9-17-81

LOCATION (45 typewriter spaces) d., Approx. 2 mi. NE of Silverton	ADT	PRESENT DHV 120 1,000	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 90212

K (35 typewriter e & Str.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER A590	SEQ. NO. (3)	I Projects Only POST MI.	DESIG.

Rural Secondary

COUNTY NAME Marion | CODE 047

ROUTE NO. S | FEDERAL-AID A 590 | STATE Co. Rd. | U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
W								
NST E) 1 1		"Abiqua Creek Bridge Section"	0.388	440,500	388,400	26,050	26,050	ROW-60' normal; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.388	440,500	388,400	26,050	26,050	

VAL DATES 10-1-80

REMARKS Additional Data: Item No. 90212; Project No. RS-A590(1) & (2).

-over-

USCOMM DUSCOMM-DC 48808-P61

Abiqua Creek Bridge Section
Project No. RS-A590(3)

Remarks-continued

Project Data: Work under this project consists of;

1) Grade, drain and H-T pave on improved alignment to provide 2-12 ft. travel lanes with 4-ft. paved shoulders.

2) Construct one prestressed concrete box girder Bridge (Abiqua Creek) No. 1260A, length 100 ft., HC 31' 6".

3) Adjust utilities as required and perform incidental work common to this type of project.

Data for PR-37: 6201 (Roadway) ------------------------$252,000
X081 (Structure) ----------------------- 188,500

Accommodation of Utilities: A State-County Agreement No. 7010 complying with paragraph 6d(1) of PPM 30-4.1 was executed 4-11-79.

Maintenance: A State-County Agreement No. 7010 complying with Section 116, Title 23 U.S.C. was executed 4-11-79.

Notes: 1) This project is in Congressional District No. 2.
2) Included in FY '81 AP in the 6 Yr. HIP dated 3-25-80 on page 73 and on page 15 of SOCL dated 9-80.

9399

Section ABIQUA CREEK BRIDGE Programming Estimate $ ________

Highway Co. R. Project Length ________

County MARION Completion Time 190 Cal Days

Kind of Work Grade, Pave, structure Est. Comp. Date ________

Prefix 574 1953 Letting Date ~~6/25~~ 8/22/81 Project No. PS-590( )

ESTIMATED CONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 387,711.00

. . . 100

$ 100

Subtotal $ 387,811.00

Contingencies (4-1/2%) 17,451.50

Engineering (~~8~~, 9, ~~10~~%) 34902.99

~~Subtotal~~ ~~$~~

~~[illegible]~~ ________ . . . . ~~[illegible]~~

Estimated Net Authorization, Construction . . . . $ 440,105.49

APPROVED

Est. P.E. Cost	35,000.00
Est R/w Cost	35,000.00
Total	510,105.49

6% of 510,105.49 =	$30,606.33
Less PE Advance deposit	2,085.00
County's share of Costs	$28,521.33

____
Road Design Engineer

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 9-17-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
[✓ General Files]
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number ____
Resident Engineer ____

ATTENTION:
Phil Stearns

FROM:
PROJECT MANAGEMENT
BRANCH

COMMENTS:
Please inform the county. An error was made in prestressed beams

Form 731-0022 (6-80) SP*71282-734

Section ABIQUA CREEK BRIDGE Programming Estimate $ ____
Highway CO. RD. Project Length ____
County MARION Completion Time 190 Cal Days
Kind of Work Grade, Pave, structure Est. Comp. Date ____
Prefix 524-1953 Letting Date ~~6/25~~ 8/22/81 Project No. PS-590( )

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 387,711.00
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control	100	
State Furnished ____		$ 100
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
____		
____		
____		
____		
____		
Subtotal		$ 387,811.00
Contingencies (4-1/2%)		17,451.50
Engineering (~~8~~, 9, ~~10~~%)		34 902.99
~~Subtotal~~		~~$~~
~~[illegible]~~ ____		~~[illegible]~~
Estimated Net Authorization, Construction		$ 440,105.49
Est. P.E. Cost		35,000.00
Est R/w Cost		35,000.00
Total		510,105.49

APPROVED

6% of 510,105.49 = $30,606.33
Less PE Advance deposit 2,085.00
County's share of Costs $28,521.33

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMM --BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

ection Abiqua Cr. Bridge

County

nd Of Work

Length

Name Day 5-6-84

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(10%)	35,000
Temporary Protection and Direction of Traffic		All	All		500
Temporary Signs		Sq Ft	292	6	1752
Temporary Barricades		Each	2	125	250
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	50	9	450
Flagmen		Hr	80	24.00	1920
Roadwork					
Clearing and Grubbing		All	All		2500.00
Removal of Structures and Obstructions		All	All		1500.00
General Excavation		Cu Yd	12,545	3.60	45,162
Toe Trench Excavation		Cu Yd	395	7.00	2765
Stone Embankment		Cu Yd	610	15.00	9150
Trench Excavation		Cu Yd	50	8.00	400
Finishing Roadbed and Slopes		All	All		2000.00
Watering		M-Gal	240	10.00	2400
1"-0 Aggregate Base		Ton	6880	6.75	46,440
Class "C" Asphalt Concrete		Ton	1630	32.00	52,160
12-inch Culvert Pipe		Lin Ft	428	13.50	5778
18-inch Culvert Pipe		Lin Ft	80	20.00	1600
Concrete Inlets, Type [illegible]		Each	1	525 -	525
Guard Rail Type 2A		Lin Ft	25	15 -	375
Guard Rail, Type 3		Lin Ft	100	30 -	3000

OREGON STATE HIGHWAY DIVISION
SUMMA -BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____
ate _____

ction _____ County _____

nd Of Work _____ Length _____ Name _____

Item	Code	Unit	Quant.	Unit Cost	Total
Guard Rail Anchors, Type 1		Each	1	300^{00}	300
Rail End Pieces, Type C		Each	4	75^{00}	300
Rail End Pieces, Terminal Connector		Each	4	75^{00}	300
Type 2 Fence		Lin Ft	250	4^{00}	1,000
Wire Fabric		Sq Yd	1125	6^{00}	6750
Anchor Posts		Each	70	10^{00}	700
Extra for Asphalt Approaches		Each	9	175^{00}	1575
Delineators, Type 2		Each	18	20^{00}	360
Furnish and Install Mailbox Posts		Each	7	100^{00}	700
Roadside Seeding and Mulching		Acre	3	1000^{00}	3,000
STRUCTURE					
Bridge Removal Work		All	All		10,000
Structure Excavation		Cu Yd	30	12 -	360
Furnish Pile Driving Equipment		All	All		9,000
Furnish HP 10x42 Steel Piling		Lin Ft	798	13 -	10,374
Drive Steel Piles		Lin Ft	798	2 -	1,596
Structural Concrete, Class 3300 (40 cy @ $250)		All	All		10,000
4' x 100'/105' Prestressed Box Beams		Each	8	12,000	96,000
Reinforcement (6400 lbs @ $\$0^{48}$)		All	All		3,072
Reinforced Concrete Bridge End Panels		Sq Yd	143	55	7,865
Two Tube Steel Railing		Lin Ft	192	46	8832

Form 734-1736 (1-79)

9399 9-9-81

OREGON STATE HIGHWAY DIVISION Highway # 524
120 DOT Building
Salem, Oregon 97310

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A590(3) Prefix 524-1953

Project Name Abiqua Creek Bridge
Old Silverton - Mt Angel Hwy

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________, Oregon, this ____ day of __________, 19__

County of ____________________

____
County Judge/Chairman

____
Commissioner

____
Commissioner

Certified By:
Virgil N Wilson
Regional Right-of-Way Supervisor
Date 9/9/81

Instructions: Complete A or B and C.
R/W File No.

NOTE: STATE PURCHASED R/W FOR COUNTY

Rp

9399

Marion Co

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81

Donald L Rout

John

October 22 Bid Letting ____________ All Clear Deadline

SECTION Abiqua Creek Bridge
Highway Old Silverton-Mount Angel
County Marion Region II
Type of Work ____________ Funds ______
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

~~F&W stream conditions~~

~~DSL~~

2 Exc

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☐	☐	☐	☐	☐	
Negative Declaration	☐	☐	☐	☐	☐	
Project Assessment	☐	☐	☐	☐	☐	
Write-off Letter	☐	☐	☐	☐	☐	
PERMITS:						
Division of State Lands	☐	☒	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☒	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☐	

9399

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Ken Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

July 1, 1981

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Program Reduction, Affect on
Abiqua Creek Bridge (FAS-C).

Dear Mr. Stearns:

It is understood by Marion County that Oregon State Highway Division, acting for Marion County in accordance with the terms of the project construction-finance agreement, is proceeding with final design and acquisition of right-of-way for the Federal Aid Secondary project to replace the bridge over Abiqua Creek and to improve its approaches on the old Mt. Angel Highway. At last report, construction bids were scheduled to be opened in August 1981.

?
822 run shows
Nov '81
(4 months R/W)
(6 files)

Data furnished by OSHD, including project estimates and forecasts of Federal Aid funding, indicate that this project can still be completed within the reduced allocations of FAS-C funds expected to be available to Marion County. County has no reason to believe that this project will not proceed on schedule; but still retains a clear memory of March 9, 1979 when, notwithstanding a prior OSHD letter statement that "$430,500 has been reserved for your project", Marion County was notified that the safer-off-systems Federal Aid program (SOS) was being terminated and that bid solicitation scheduled for that date for improvement of Yergen Road was being cancelled. Subsequent correspondence from OSHD reported allocations of all available SOS funds to areas other than Marion County. OSHD was very helpful in converting the SOS project to FAS-C funding, but this action used up more than two years of FAS-C funds which were needed in other critical areas.

HAL

In the event any question is raised as to the need to continue the FAS-C project to replace the Abiqua Bridge and improve its approaches, Marion County would like to assist in answering those questions. Please let us know if there is any way in which Marion County can assist in avoiding delay in completion of this project.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

JJG:lk

cc: The Honorable Mark Hatfield
U.S. Senator
463 Russell Senate Office Building
Washington, D.C. 20510

The Honorable Robert Packwood
U.S. Senator
141 Dirksen Senate Office Building
Washington, D.C. 20510

The Honorable Denny Smith
U.S. Representative
1207 Longworth House Office Bldg.
Washington, D.C. 20515

Fred Klaboe
Ed Hunter
✓ Dave Moehring

9399

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: FILE ✓

DATE: June 30, 1981

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Abiqua Creek Bridge
Old Silverton-Mt. Angel Highway
FAS A590
Marion County
FAS-C

ADDENDUM #1

The Federal Highway Administration has raised a question pertaining to roadway overflow southerly of the bridge. They wish to know the effects when this potential overflow area is blocked with the new roadway embankment. Although the 1964 highwater mark indicates the water should have been about 8-inches deep over the southerly bridge approach, this is not what was observed by the local residents. Assuming that water did overtop the south approach, this overflow is estimated to amount to about 200 cfs. This represents about 1.5% of the total 1964 flood flow. Eliminating this potential overflow path will have an insignificant effect on the amount of backwater created by the total crossing, especially since there is a tremendous amount of overflow relief over the northerly bridge approach.

DWB:ge

cc Frank Terpin
Walt Hart
Jack Davis
C. O. Fredrickson
Don Harwell ←
D. O. Christensen
Herb Schell, FHWA

B
Don H.

Contains Recycled Materials
81-125-1387

SP*75803-12

9399

2

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A590(-)
Abiqua Creek Bridge

Date: June 4, 1981

Reply to
Attn. of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

A field review with your division people has alerted us to a possible flood water conflict with the project assessment. In the assessment you defined this as a non-major action and we agree. We appreciate that the existing ADT demands a higher standard than what is existing (existing bridge roadway width 17'±) and this probably would alter vertical and horizontal grades. However, if new design roadway conditions (a long highway fill) alter the flood plain significantly, the assessment might be misleading.

✓ Please furnish us with the hydraulic report and risk analysis and a rough idea of what is involved in the design.

for Dale E. Wilken

cc:
OSHD (W J Hart, Br)
OSHD (R L Lenz, Loc)

RECEIVED
STATE HWY ENGR
JUN 5 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9399

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

GEORGE T. GROVE
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

May 20, 1981

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, OR 97310

RE: Abiqua Creek Bridge on old Silverton/
Mt. Angel Highway - FAS-C Project.

Dear Phil:

Attached for your information and project files is a copy of a May 15, 1981 letter to property owners in the vicinity of the current Federal Aid Secondary project to replace the Abiqua Creek Bridge on the old Silverton/Mt. Angel Highway.

After careful consideration of the concerns of the property owners and the overall public need, the Board of Commissioners has reaffirmed its support for the project. Every effort should be made to initiate construction before there are additional road-related accidental deaths in the project area.

Very truly yours,

George T. Grove
Director of Public Works

John J. Green
Principal Engineer

JJG:emk

cc: Board of Commissioners, w/ attachment
Bill Kappus, w/ attachment
✓Don Harwell, w/ attachment
C. J. Hill, w/ attachment

Attachment

Bo
Dott-

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Ken Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

DPW

Files

May 15, 1981

RECEIVED
MAY 19 1981
MARION COUNTY ENGINEER

Mr. & Mrs. William H. Schwarz
12063 Nusom Road N.E.
Silverton, Oregon 97381

Dear Mr. & Mrs. Schwarz:

Thank you for expressing your views on the project to replace the bridge over Abiqua Creek on the old Mt. Angel Highway in the letter of March 24, 1981, from several concerned citizens. The Board of Commissioners always welcomes comments from the public on various County activities.

As agreed in the public information meeting held May 7, 1981, the Board has completely reviewed this project, including a favorable independent evaluation by Mr. Daniel Blust, a professional engineer who recently joined the Marion County Department of Public Works. As a result of this review, it has been determined that the benefits to the general public from proceeding with the project exceed the adverse affects of individual property owners in the project area. It was also determined that no useful purpose would be served by attempts to reduce or eliminate portions of the project. The Board of Commissioners regrets that its responsibility to provide the greatest benefit for the most people requires proceeding with acquisition of required additional right-of-way, but the government is obligated to protect the rights of the individual property owners by tendering just compensation for property acquired for the project.

The Marion County Board of Commissioners reaffirms its support for the Federal Aid Secondary project to replace the bridge over Abiqua Creek and to provide safe approaches to the new bridge.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

: DPW JJG:lk
: Same Letter to: Mr. and Mrs. Wes Ario, 7477 Mt. Angel Hwy., Silverton 97381
Mr. and Mrs. Keith Walburger 7383 " " "
Mr. and Mrs. Melvin J. Holman, 7578 " " "
Mr. and Mrs. Richard Rawie, 7667 " " "
Mr. and Mrs. Delford Zeis, 7828 " " "

Section ABIQUA CREEK BRIDGE Programming Estimate $

Highway CO. RD. 9399 Project Length

County MARION Completion Time 180 Cal Days

Kind of Work Grade, Pave, structure Est. Comp. Date

Prefix 524-1953 Letting Date 6/25/81 Project No. RS-590( )

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 5-7-81

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers
Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number
Resident Engineer

ATTENTION: Phil Stearns

FROM: HR

COMMENTS: Please inform the County.

Form 731-0022 (6-80) SP*71282-734

Contract Amount . . . . $ 317,524

100

$ 100

Subtotal $ 317,624

Contingencies (4-1/2%) 14,288.58

Engineering (~~8~~, 9, ~~10~~%) 28,577.16

~~Subtotal~~ ~~$~~

~~[illegible]~~ . . . .

Estimated Net Authorization, Construction . . . . $ 360,389.74

Est. P.E. Cost 35,000.00

APPROVED Est. R/w Cost 35,000.00

Est. Total 430,389.74

6% of $430,389.74 = 25,823.38

Less PE advance deposit 2,085.00

County's share $23,438.38

Road Design Engineer

Section ABIQUA CREEK BRIDGE Programming Estimate $
Highway CO. R
Project Length
County MARION Completion Time 180 Cal Days
Kind of Work Grade, Pave, structure Est. Comp. Date
Prefix 524-1953 Letting Date 6/25/81 Project No. RS-590( )

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 317,524

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished		$ 100
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal	$ 317,624
Contingencies (4-1/2%)	14,288.58
Engineering (~~8~~, 9, ~~10~~%)	28,577.16
~~Subtotal~~	~~$~~
~~[illegible]~~	~~[illegible]~~
Estimated Net Authorization, Construction	$ 360,489.74

APPROVED

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

SU[illegible]ARY--BID SCHEDULE--COST ESTIMAT

Sheet 1 of 2

Date

Section Abiqua Cr. Bridge

County

Kind Of Work

Length

Name Day 5-6-[illegible]

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(10%)	29,000
	Temporary Protection and Direction of Traffic		All	All		500
	Temporary Signs		Sq Ft	190	6-	1140
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	50	9	450
	Flagmen		Hr	80	25⁰⁰	2000
	Roadwork					
	Clearing and Grubbing		All	All		2500⁰⁰
	Removal of Structures and Obstructions		All	All		2000⁰⁰
	General Excavation		Cu Yd	12,545	4⁰⁰	50,180
	Toe Trench Excavation		Cu Yd	395	7⁰⁰	2765
	Stone Embankment		Cu Yd	610	15⁰⁰	9150
	Trench Excavation		Cu Yd	50	10⁰⁰	500
	Finishing Roadbed and Slopes		All	All		2000⁰⁰
	Watering		M-Gal	240	10⁰⁰	2400
	1"-0 Aggregate Base		Ton	6880	7⁰⁰	48,160
	Class 'B' Asphalt Concrete		Ton	1630	32⁰⁰	52,160
	12-inch Culvert Pipe		Lin Ft	428	15⁰⁰	6420
	18-inch Culvert Pipe		Lin Ft	80	24⁰⁰	1,920
	[illegible]		Each	1	500⁰⁰	500
	Guard Rail, Type 2A		Lin Ft	25	25⁰⁰	625
	Guard Rail, Type 3		Lin Ft	100	35⁰⁰	3500

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______

Date ______

Section ______

County ______

Kind Of Work ______ Length ______ Name ______

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail Anchors, Type 1		Each	1	350.00	350
	Rail End Pieces, Type C		Each	4	100.00	400
	Rail End Pieces, Terminal Connector		Each	4	75.00	300
	Type 2 Fence		Lin Ft	1,570	3.50	5,495
	Wire Fabric		Sq Yd	1125	4.00	4,500
	Anchor Posts		Each	70	100.00	7,000
	Extra for [illegible] Approaches		Each	9	150.00	1,350
	Delineators, Type 2		Each	18	20.00	360
	Furnish and Install Mailbox Posts		Each	7	100.00	700
	Roadside Seeding and Mulching		Acre	3	1000.00	3,000
	STRUCTURE					
	Bridge Removal Work		All	All		10,000
	Structure Excavation		Cu Yd	30	12.–	360
	Furnish Pile Driving Equipment		All	All		12,000
	Furnish HP 10x42 Steel Piling		Lin Ft	798	13.–	10,374
	Drive Steel Piles		Lin Ft	798	2.–	1,596
	Structural Concrete, Class 3300 (40cy @ $250)		All	All		10,000
	4' x 100'/105' Prestressed Box Beams		Each	8	12,000	12,000
	Reinforcement (3840 # @ .80)		All	All		3,072
	[illegible]		Cu Yd	143	55	7,865
	Two Tube Steel Railing		Lin Ft	192	[illegible]	583.

9399

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

GEORGE T. GROVE
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

REGION 2 ENGINEER
RECEIVED
MAY - 1 1981
☐ RLE
☐ RE ☐ RCE ☐ RME ☐ RTE
☐ ULE ☐ GEO ☐ RSO ☐ ENV 5 RFE

April 29, 1981

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Abiqua Creek Bridge, Old Silverton/
Mt. Angel Highway FAS-C Project.

Dear Phil:

This will confirm recent telephone conversation between you and George Grove in which the possibility of use of road salts for deicing purposes in Marion County was discussed.

Marion County Road Department does not now, and in all probability will not in the future, use salt or salt compounds for deicing or snow removal. The weather in this area is mild. Although there may be several days a year in which frost or snow are present, melting is usually quite rapid. During the infrequent periods of heavy and/or extended snowfall, Marion County applies untreated "sand' to paved roadways to maintain traction.

Under these circumstances it is not considered necessary to spend funds for any feature intended solely to protect the bridge structure or components from the action of road chemicals.

Very truly yours,

George T. Grove
Director of Public Works

John J. Green
Principal Engineer

JJG:lk
cc: Forrest Jones

5-5-81
Copy sent to Bridge Design
5

9399

3-81

```
TOTAL TO DATE JOB COST SUMMARY                                             MARCH 1981        PAGE  836
                                                                             FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX    FUNCTION  GR  CURRENT MONTH  YEAR TO DATE      TO DATE

                                                                                                       STATE
  SPRR XING@HOWELL PRAIRIE RD   CONT NO      FA PROJ NOS RRS 576001 100                     393.71CR
                                  524   1906    296     00 N 9                              393.71
                                  524   1906    298     00 N 9                              357.71
                                  524   1906    901     00 P 1                               71.83
                                  524   1906    905     00 P 1                                7.92
                                  524   1906    918     00 P 1                              437.46
                                                TOT     P1
                                          ** JOB TOTALS **           **            **        437.46  **

                                                                                                       STATE
  ABIQUA CRBRSILVTN-MTANGELHWY  CONT NO      FA PROJ NOS RS  590001 100  123.16CR   8,046.58CR  27,505.48CR
                                  524   1953    296     00 N 9                                1,585.00
                                  524   1953    297     00 N 9      123.16      8,046.58     25,920.48
                                  524   1953    298     00 N 9       27.64        407.20     14,131.90
                                  524   1953    901     00 P 1                                   68.46
                                  524   1953    903     00 P 1      134.40      2,165.23      3,611.84
                                  524   1953    905     00 P 1                      3.90        125.94
                                  524   1953    906     00 P 1                                    2.79
                                  524   1953    907     00 P 1                  2,907.12      4,559.72
                                  524   1953    909     00 P 1                                  831.77
                                  524   1953    910     00 P 1                                    5.00
                                  524   1953    910     00 N 1                                  198.66
                                  524   1953    911     00 P 1                    552.80        575.59
                                  524   1953    913     00 P 1                                  271.75
                                  524   1953    914     00 P 1                     76.20      1,645.05
                                  524   1953    918     00 P 1                                   13.40
                                  524   1953    920     00 P 1                     93.99         93.99
                                  524   1953    922     00 P 1                     74.70        165.39
                                  524   1953    923     00 P 1                                1,017.67
                                  524   1953    926     00 P 1                                  297.75
                                  524   1953    926     00 N 1                    443.03      2,135.38
                                  524   1953    927     00 P 1                  6,724.17     29,449.30
                                                TOT     P1          162.04                      302.75
                                                TOT     N1
                                          ** JOB TOTALS **          162.04  **  6,724.17  **  29,752.05  **

                                                                                                       STATE
  HWY 320 TO ALPINE-NELSON RD   CONT NO    * FA PROJ NOS RS  564001 100             109.59CR  21,988.59CR
                                  525   1958    296     00 N 9                    109.59     21,988.59
                                  525   1958    298     00 N 9                               14,978.09
                                  525   1958    901     00 P 1                                  132.75
                                  525   1958    901     00 N 1                                  319.30
                                  525   1958    904     00 P 1                                3,658.28
                                  525   1958    905     00 P 1                                1,526.71
                                  525   1958    909     00 P 1                                3,167.20
                                  525   1958    910     00 P 1                                  574.75
                                  525   1958    913     00 P 1                                  423.21
                                  525   1958    914     00 P 1
```

9399 .

Marion

STATE OF OREGON **INTEROFFICE MEMO**

TO: Hal Versteeg
ROADWAY DESIGN ENGINEER

DATE: March 6, 1981

FROM: Gerald Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: R/W File 51543, Zeis
Abiqua Creek Br.
Old Silverton-Mt. Angel Hwy

According to Region 2 Right of Way Supervisor Jim Dixon the Zeis' do not want to sell this proposed right of way taking. He appraises it at approximately $1,500. If we were into condemnation it could easily add another $1,000.

Resident Engineer Warren Mueller investigated the possibility of eliminating the taking which is primarily for a rock lined ditch by instead installing a culvert pipe within the existing right of way. That alternative cost in his estimation is approximately $2,622. This makes the two alternatives approximately equal in cost. Region recommends that we cancel the subject taking and install a culvert pipe. Thank you for following up on this matter.

GW/rgb
cc: Jim Dixon
Warren Mueller

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
MAR 0 9 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__
Action

9359

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

11-17-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-A590(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90212

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO Moehring
FOR
Info Ines R.D. C.R. S.S. Att

11-21
orig

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11/17/80

FEDERAL ROUTE NUMBER Secondary A590

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Abiqua Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/6/80 you are authorized to proceed with all phases of right of way acquisition for files 51543 through 51550 as shown on R/W Map 10C-51-11 at a TEC of $35,000 Federal Funds $30,852. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE 11/17/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-968

9399

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

November 6, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90212
Project No. RS-A590(2)
Abiqua Creek Bridge Section
Marion County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way roll map 10C-51-11 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way at an estimated total cost of $35,000 with an obligation of $30,852 in federal funds. The right-of-way to be acquired is as outlined in red on right-of-way map 10C-51-11 and does not require relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bke
Enc.

cc: J. Boyd
F. Lowe
General Files

[illegible]

Form 734 3122

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. November 6, 1980

CARD 2

REPORT NUMBER (19) (20)

PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 2 mi. N.E. of Silverton 65

ADT PRESENT DHV 120 1,000

FUTURE ---- (66) (70)

YEAR --- (71) (72)

REGION 10

STATE NAME Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right of Way Acquisition 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14 RS- 23 NUMBER 7 A590

CARD 4

CLASS OF FEDERAL FUNDS Rural Secondary

NAME OF URBAN AREA ----- 17-31

COUNTY NAME Marion

ROUTE NO. S

FEDERAL-AID A590 (32)

STATE Co. Rd. (36)

U.S. (37) ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"Abiqua Creek Bridge Section."	0.42	35,000	30,852	2,074	2,074 (C
5					CONST (CODE)							

CARD	CODE								
1	1	PREPARED BY	C.L.	PROJECT TOTALS	0.42	35,000	30,852	2,074	2,074 (C
1	14	PROGRAM APPROVAL DATES	10-1-80			(16) (23)	(24) (33)		

REMARKS
Additional Data: see item N
RS-A590(1)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 6, 1980

T LOCATION (45 typewriter spaces) d., Approx. 2 mi. N.E. of Silverton 65	ADT	PRESENT DHV 120 1,000	FUTURE ---- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (9)
ITEM NO. 90212 (14) (18)								

RK (35 typewriter sition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)

PROJECT NUMBER
PREFIX LETTER(S): RS- 14 23
NUMBER: A590 7 13
SEQ. NO.: (2)
I. Projects Only: POST MI. DESIG. (24) (26) 27

Rural Secondary

COUNTY NAME: Marion
CODE: 047 (14) (16)
PROGRAM STAGE: ☐ 1 OR ☐ 2

ROUTE NO.: S
FEDERAL-AID: A590 (32)
STATE: Co. Rd. (36)
U.S.: ---- (37) (41)

ESTIMATED PROJECT COST BY PHASES

RK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS 88.15% (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"Abiqua Creek Bridge Section."	0.42	35,000	30,852	2,074	2,074 (Co.)	
NST DE)								
	C.L.	PROJECT TOTALS	0.42	35,000 (16) (23)	30,852 (24) (33)	2,074	2,074 (Co.)	

VAL DATES: 10-1-80

REMARKS
Additional Data: see item No. 90212, Project No. RS-A590(1).

-Over-

Abiqua Creek Bridge Section
Project No. RS-A590(2)

Project Data: Work under this project consists of right-of-way acquisition all phases required for the future construction to replace the existing bridge with a reinforced concrete structure on revised alignment and grade and pave approach roadways.

Note: 1) This project is in Congressional District No. 2.
2) No relocation assistance involved.

9399

10-23-80

F OREGON
TRANSPORTATION
IWAY DIVISION

ROPOSED PROJECT

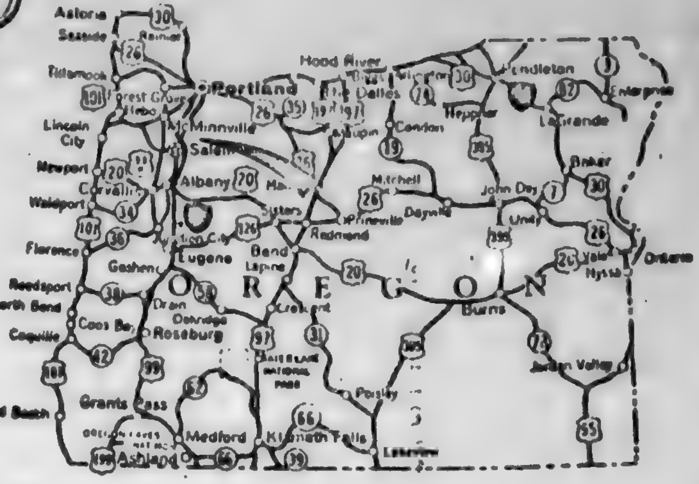
Total Length 0.2 mi.

PRELIMINARY COPY
SEP 18 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

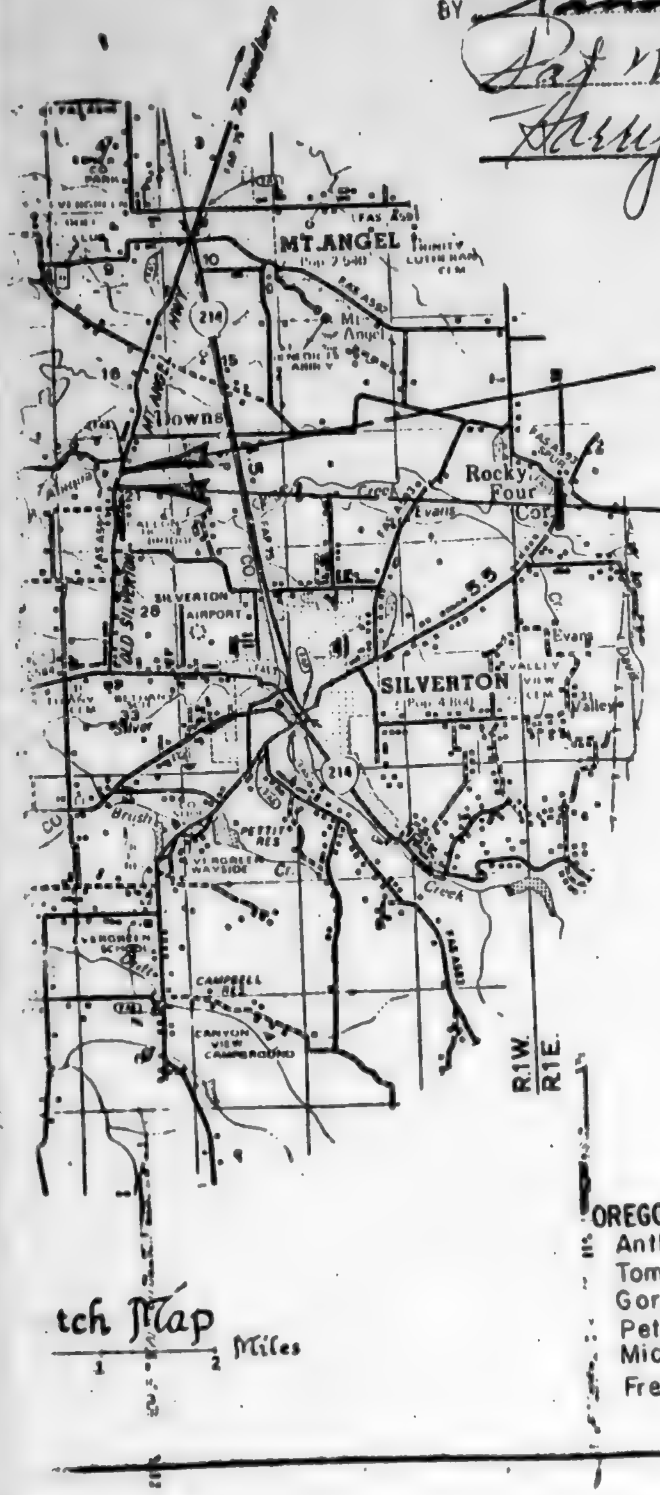
ABIQUA CREEK BRIDGE SECTION FAS-A590 (OLD SILVERTON-MT. ANGEL HWY.) MARION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C



BRIDGE SECTION
ERTON - MT. ANGEL HWY.)
ON COUNTY

APPROVED October 22 1980
BOARD OF COMMISSIONERS OF Marion COUNTY
BY Randall Franke
COMMISSIONER
Pat McCarthy
COMMISSIONER
Harry Carson Jr.
COMMISSIONER



BEGINNING OF PROJECT
Sta. 22+50

END O
Sta.

PREL
SUB

tch Map
1 2 Miles

OREGON TRANSPORTATION COMMIS
Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIR
Gordon Coleman COMMISSION
Peter J Brix COMMISSION
Michael P. Hollern COMMISSION
Fred B. Klaboe DIRECTOR O

ROUTING SLIP—DEPT. OF TRANSPORTATION

Date: 11-3-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ____
District Number ____

ATTENTION:
Don Staudenmeyer — Rd. Design

FROM:
Proj. Mngt.

COMMENTS:
For Your Info.

Form 731-0072 (7/78)

9399

STATE OF OREGON

INTEROFFICE MEMO

DES 23
1260A

TO: Mr. C. O. Fredrickson
Region 2 Engineer

FROM: J. M. Tindall
Supervising Structural
Design Engineer

ORIGINAL SIGNED
L. WALLACE

DATE: July 30, 1980

SUBJECT:
Abiqua Creek Bridge
Abiqua Cr. Br. Section
FAS-A590(Old Silverton-Mt. Angel Hwy.)
Marion County
Bridge 1260A

Enclosed are two reduced prints of Drawings 35311 thru 35314 which are the advance detail drawings for the subject structure. Also enclosed are plans for the existing structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$238,600
Structure	183,800
Engineering & Contingencies	47,600
TOTAL-	$470,000

It is planned to call for bids on this section on October 23, 1980.

Please make a field review and return one set by August 19, 1980 with your comments and/or corrections noted thereon.

GHB:smd

Encl.

cc County Engineer, John Green /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Construction /w/ 1 set encl.
Utility Unit /w/ 1 set encl.
County-City Unit
Engineering /w/ 1 set encl.
Art Gotfried /w/ 1 set encl.

Contains Recycled Materials

9399

FAS A590

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Randall Franke, Chairman
Pat McCarthy
Harry Carson, Jr.

EXECUTIVE OFFICER
Harold F. Brauner

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

REGION 2 ENGINEER
RECEIVED
JUL 29 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ RLE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trost
Wakerlig

RECEIVED
AUG 04 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

July 23, 1980

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Abiqua Creek Bridge - FAS A590

Dear Mr. Stearns:

In accordance with your letter request of July 14, 1980, preliminary plans for the Abiqua Creek Bridge section of FAS Route A 590 (Old Silverton-Mt. Angel Highway) have been approved subject to the following comments:

Co. + Res. agreed on .04 super May 2 '80

REFERRED TO BY FINAL DESIGN ENGINEER
Beard
Steudenmeyer
Cole
Mann
Eriksen
Watson
Hager
Dorn
Lou
Return
Discuss
Do
File Copy
Due

a. Typical Section, Sheet No. 2, should be revised to show a uniform slope of 0.03'/ft. to the left for the full width of the pavement. The typical section shown would not occur on the project. The sections from Station 23 to about Station 27+12 and from about Station 38+24 to about Station 42+36 will be superelevation runoff sections, and the short sections from the end of runoff to the project limits are taper sections. The remaining portion of the project, including the bridge, lies on a horizontal curve with an uncrowned, superelevated section. On a 1° 45' curve, three percent superelevation will not introduce excessive side friction forces, either at low speeds or at design speeds.

b. Note 9 on Sheet 1 will require revision to show the Drawing Number(s) applicable to the new bridge.

c. Culverts through the three new approaches at the bridge corners should be installed at elevations which will maintain existing drainage conditions.

d. It is requested that culvert pipe on this project be limited to asphalt-coated galvanized steel and/or concrete, unless OSHD can conclusively demonstrate that corrosion of aluminum pipe and aluminum coated steel pipe in the area soils will be negligible.

yes

It is requested that OSHD close the construction areas to through traffic during that period which will result in lowest project construction costs. Conditions set forth in July 27, 1979, Department of Public Works letter on this subject will govern. In addition, the Resident Engineer on this job should plan to keep the following activities advised of project conditions so that delays in emergency vehicle responses can be minimized:

a. Silverton Fire Department (Business Phone)
Chief Carl Brown 873-5328.

b. Marion County Sheriff's Department
Radio Dispatch 588-5032

It is also requested that special attention be given to removal of any existing deleterious materials in fill areas and to compaction of backfill on this project. Since completion of construction, the new approach fill sections on the Nusom Road Bridge over the Pudding River(a very similar project recently completed by OSHD) have settled to an extent that presents a noticeable dip to moderate speed traffic. While the cause of this settlement has not been identified by Marion County, it is felt that similar settlement in the current project can be avoided by special attention to construction materials and placement.

Additional comments by Marion County may be made upon receipt of additional preliminary documents including bridge plans and technical specifications.

County is pleased to note the OSHD progress on this urgently required project.

Sincerely,

BOARD OF COMMISSIONERS

Randall Franke
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

JJG:lk

cc: Walter Hart
George Grove
Forrest Jones
D.O. Christensen
Attachments

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Summary
3	Plan

Temporary Protect. & direction of Traffic

TP&DT to be written in specs.

STATE OF

DEPARTMENT OF T

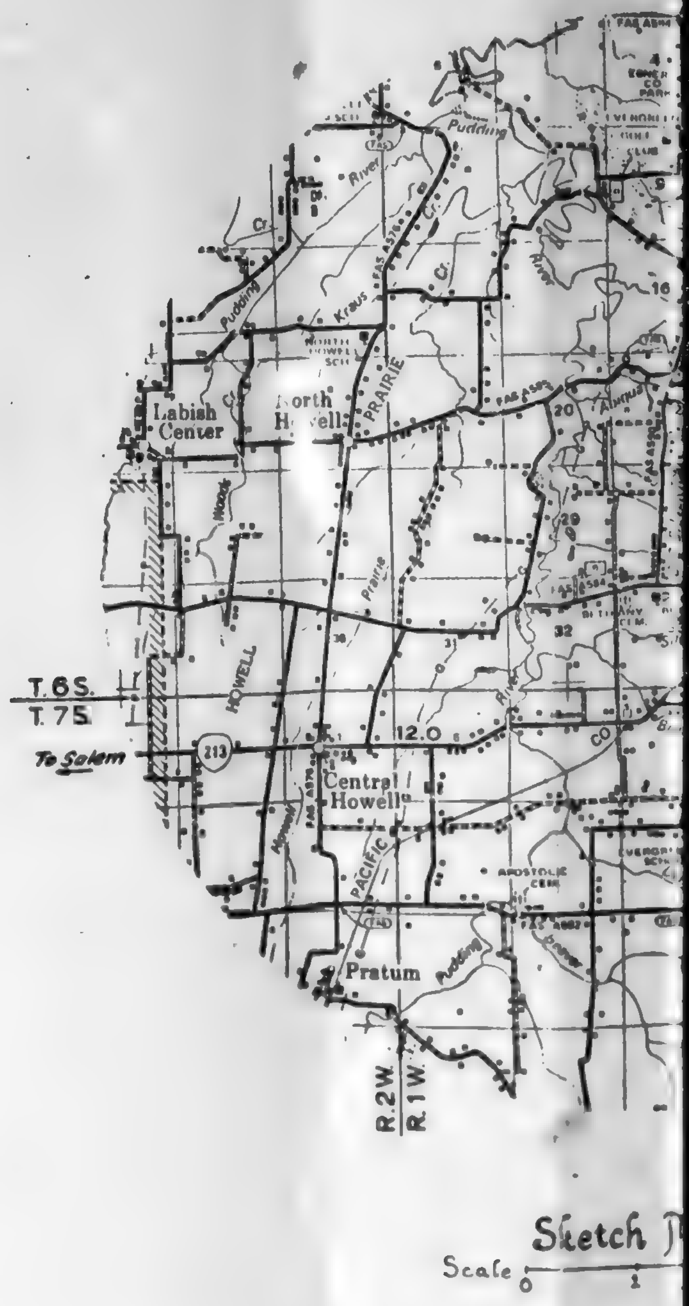
STATE HIGHWA

PLANS FOR PROPOS

ABIQUA CREEK B

FAS - A590 (OLD SILVERTO

MARION CO


Pudding
River
Kraus
Labish Center
North Howell
PRAIRIE
HOWELL
Prairie
Abiqua
T. 6 S.
T. 7 S.
To Salem
213
12.0
Central Howell
PACIFIC
Pratum
Pudding
APOSTOLIC CEM.
R. 2 W.
R. 1 W.
20
29
32
Sketch M
Scale
0
1

ABIQUA CREEK BRIDGE SECTION FAS-A590 (OLD SILVERTON-MT. ANGEL HWY.) MARION COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C

Total Length 0.4 mi.

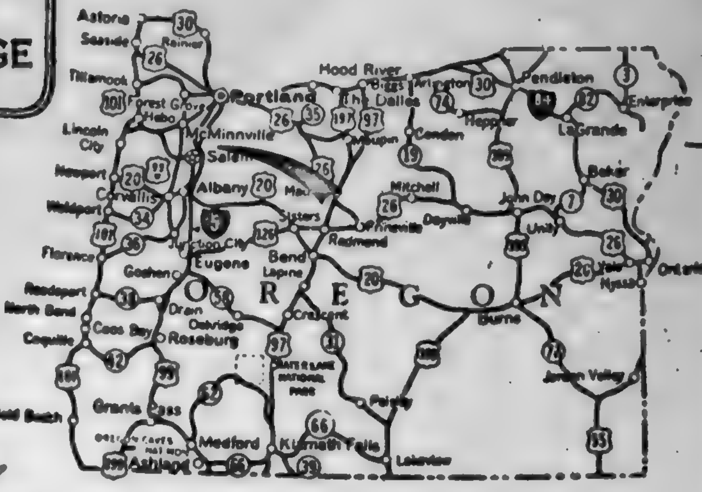
TATE OF OREGON

ENT OF TRANSPORTATION

E HIGHWAY DIVISION

LANS FOR PROPOSED PROJECT

PRELIMINARY COPY
JUL 7 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Baker
McMinnville
Salem
Albany
Corvallis
Newport
Eugene
Bend
Burns
Roseburg
Medford
Klamath Falls
Ashland
Lakeview
O R E G O N

REEK BRIDGE SECTION

LD SILVERTON - MT. ANGEL HWY.)

MARION COUNTY

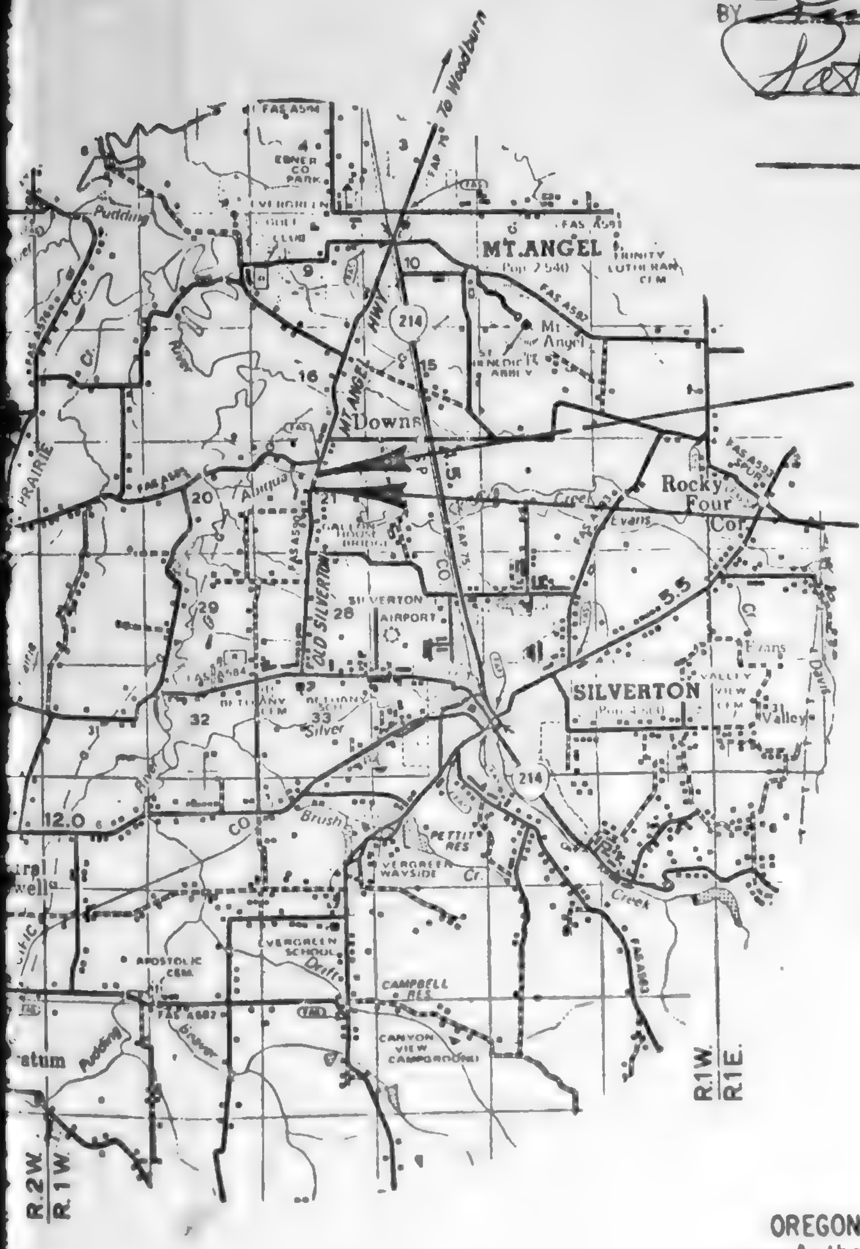
APPROVED July 23 1980

BOARD OF COMMISSIONERS OF ________ COUNTY

BY Randall Franke COMMISSIONER

Pat McCarthy COMMISSIONER

________ COMMISSIONER



To Woodburn
MT. ANGEL
SILVERTON
Downs
Rocky
Four
Cor
214
R.1W.
R.1E.
R.2W.
R.1W.

BEGINNING OF PROJECT
Sta. 22+50

END OF PROJECT
Sta. 43+00

PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map
Scale 0 1 2 Miles

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

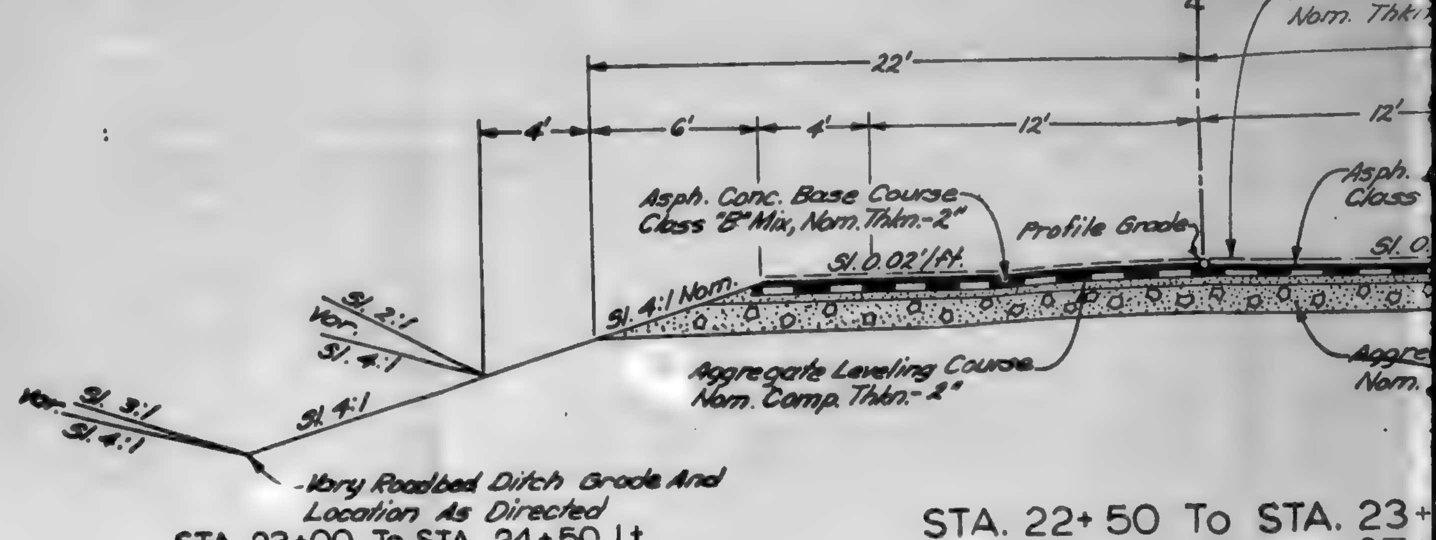
Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: ________

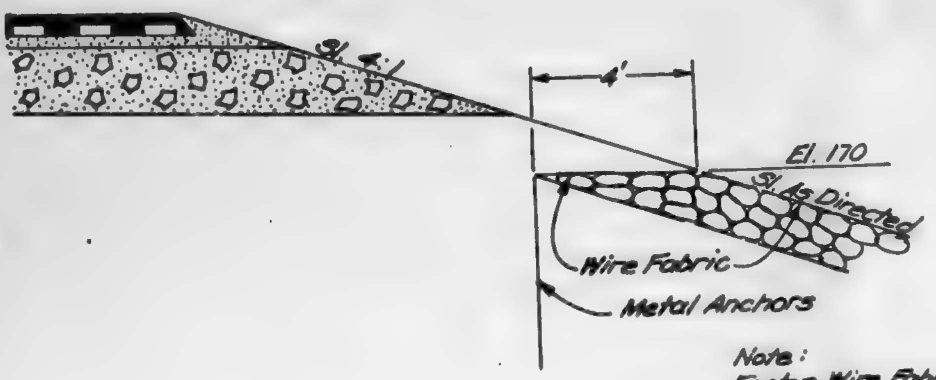
FIELD OPERATIONS ENGINEER DATE

TYPICAL SE


℄
Future Fi
Nom. Thk
22'
4'
6'
4'
12'
12'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-2"
Profile Grade
Asph.
Class
Sl. 0.02'/ft.
Sl. 0.
Sl. 4:1 Nom.
Sl. 2:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 3:1
Sl. 4:1
Aggregate Leveling Course
Nom. Comp. Thkn.-2"
Aggre
Nom.
Vary Roadbed Ditch Grade And
Location As Directed

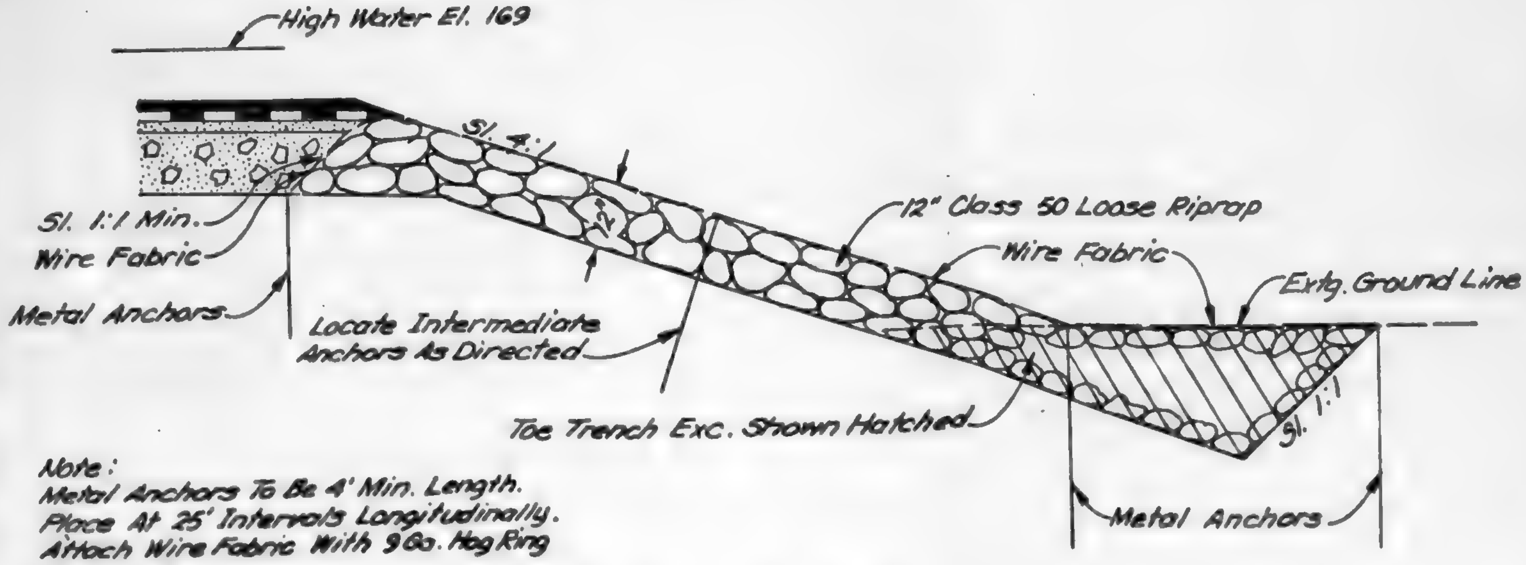
STA. 23+00 To STA. 24+50 Lt.
28+30 To 32+50 Lt.
38+00 To 43+00 Lt.
40+00 To 43+00 Rt.

STA. 22+50 To STA. 23+
23+50 To 27+
27+17 To 28+
28+17 To 42+
42+00 To 43+


Sl. 4:1
4'
El. 170
Sl. As Directed
Wire Fabric
Metal Anchors

Note:
Fasten Wire Fabric Laps With
9 Ga. Hog Ring Fasteners At
12" Spacing. Lap 1'-0"

STA. 25+75 To STA. 26+50


High Water El. 169
Sl. 4:1
12"
Sl. 1:1 Min.
Wire Fabric
Metal Anchors
Locate Intermediate
Anchors As Directed
12" Class 50 Loose Riprap
Wire Fabric
Extg. Ground Line
Toe Trench Exc. Shown Hatched
Sl. 1:1
Metal Anchors

Note:
Metal Anchors To Be 4' Min. Length.
Place At 25' Intervals Longitudinally.
Attach Wire Fabric With 9 Ga. Hog Ring
Fasteners.

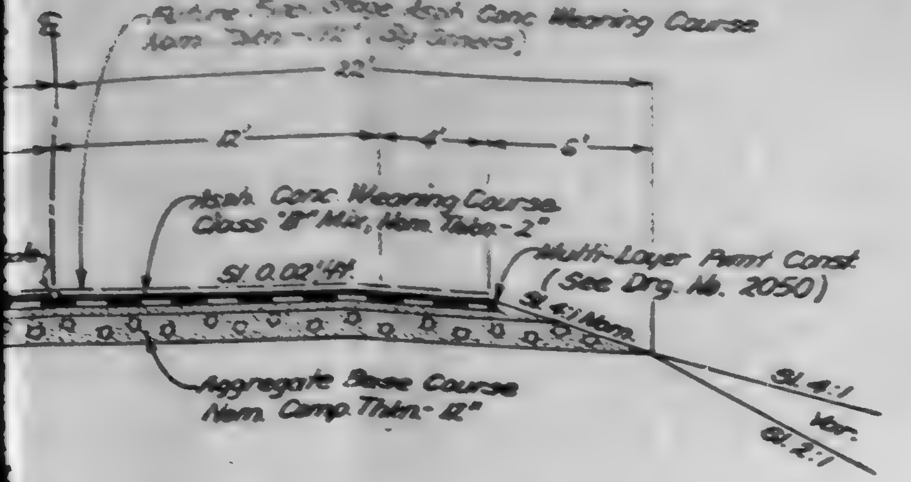
STA. 23+00 To STA. 26+50

LOOSE RIPRAP DETAIL

Staudenmeyer, Hartle, Wetzel

ABIQUA CREEK BRIDGE SECTION FAS-A 590 (OLD SILVERTON-MT. ANGEL HWY.) MARION COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SECTION


Future 2nd Stage Asph. Conc. Wearing Course
Nom. Thkn. - 1½", (By Others)
22'
12'
4'
6'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 2"
Sl. 0.02'/Ft.
Multi-Layer Pvmt. Const.
(See Drg. No. 2050)
Sl. 4:1 Nom.
Aggregate Base Course
Nom. Comp. Thkn. - 12"
Sl. 4:1
Var.
Sl. 2:1

To STA. 23+50 (Taper Section)
To 27+17
To 28+17 (Structure)
To 42+00
To 43+00 (Taper Section)

9399

Marion Co FAS

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Duane Christensen

June 3, 1980

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Abiqua Creek Bridge~~, FAS-C~~

Dear Phil:

In accordance with your informal request of May 29, 1980, proposed overflow apron design concept for the Abiqua Bridge FAS-C Project has been reviewed.

Marion County prefers the use of Class 50 Riprap with Gabion wire. This design appears adequate for the intended purpose, will be least affected by settlement and weather, and maintenance requirements are most adapted to County resources.

Very truly yours,

George T. Grove
Acting Director of Public Works

John J. Green
Federal Aid Coordinator

JJG:lk

cc: Duane Christensen ✓

REFERRED TO
____ Beard ✓ ____ Stoudenmeyer ____
____ Cole ____ Mann ____
____ Eriksen ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
[✓ Return] / Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

____ Versteeg ____
____ Anderson ____
____ Christensen ____
____ Olson ____
____ Sullivan ____
____ Terpin ____
____ Trout ____
____ Wakerlig ____

RECEIVED
JUN 4 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To ____
Bring Up ____ / ____
Action ____

9399

Marion

ROAD DESIGN SECTION

DES 16-1

May 23, 1980

Gerald Wimer
Construction Engineer
ORIGINAL SIGNED
DUANE D. CHRISTENSEN
Duane D. Christensen
Final Design Engineer

Subject: Overflow Apron
Abiqua Creek Bridge Section

Attached are typical section, map and cost comparisons for a Class 50 Riprap with Gabion Wire Overflow Apron.

This office recommends this design because of the location, allowing the Hydraulics Section to monitor it easily, and the cost.

Please review and return any comments you may have.

DOC:ja

Attachments

cc Don Stoudenmeyer

___ Versteeg ___
___ Anderson ___
___ Christensen ___
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakerlig ___

RECEIVED
MAY 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

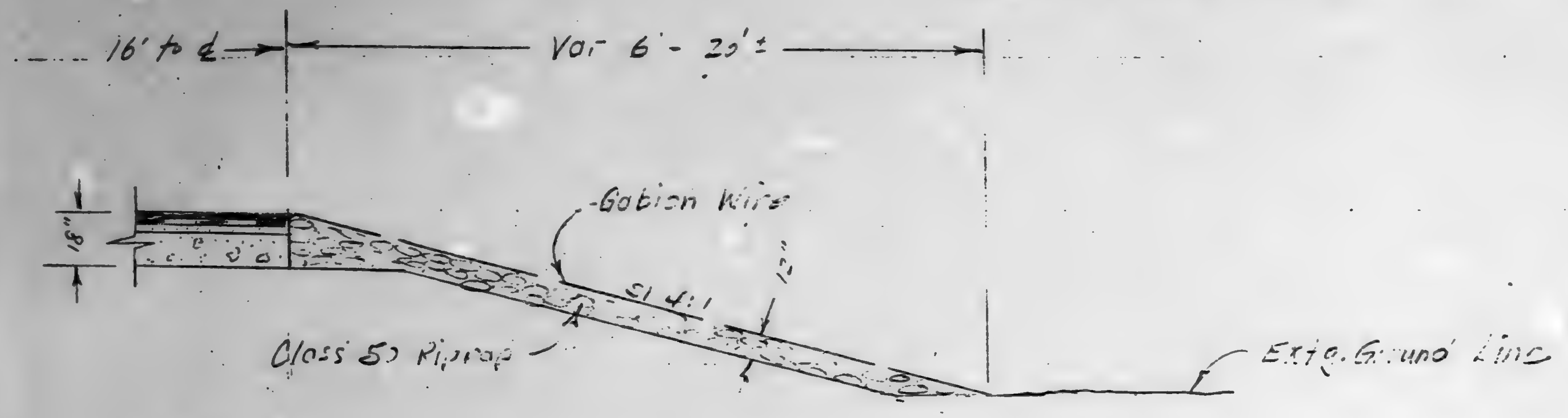
ABIQUA CREEK BRIDGE SECTION

OVERFLOW APRON, 320 SQ. FT.

COST COMPARISON

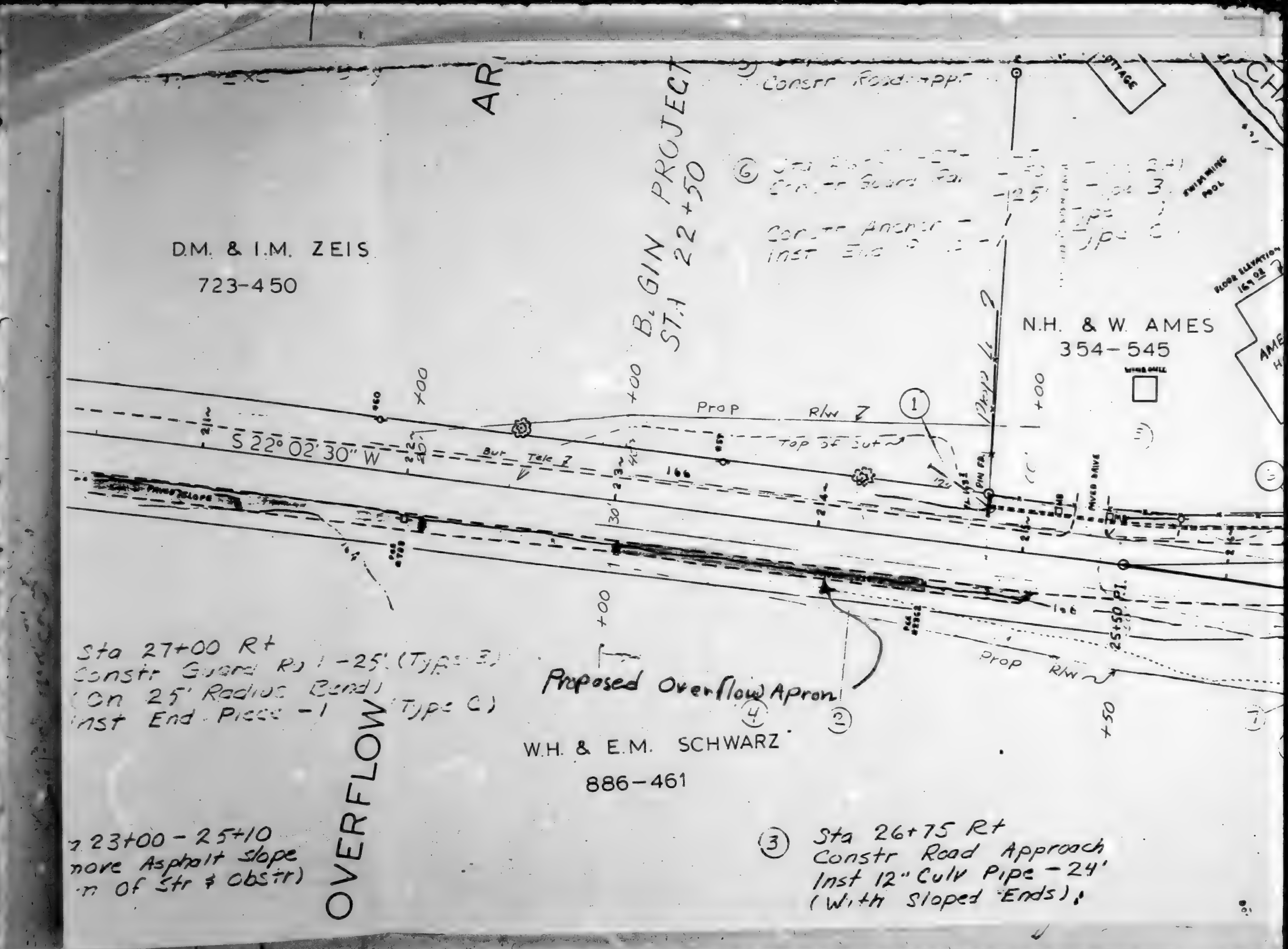
Class 50 Riprap with Gabion Wire	$4,000
Asphaltic Concrete at $26 sq. yd.	8,300
Gabions at $80 cu. ft.	8,560
Grouted Rock Blanket at $30 sq. yd.	9,600
Portland Cement Concrete at $30 sq. yd.	9,600

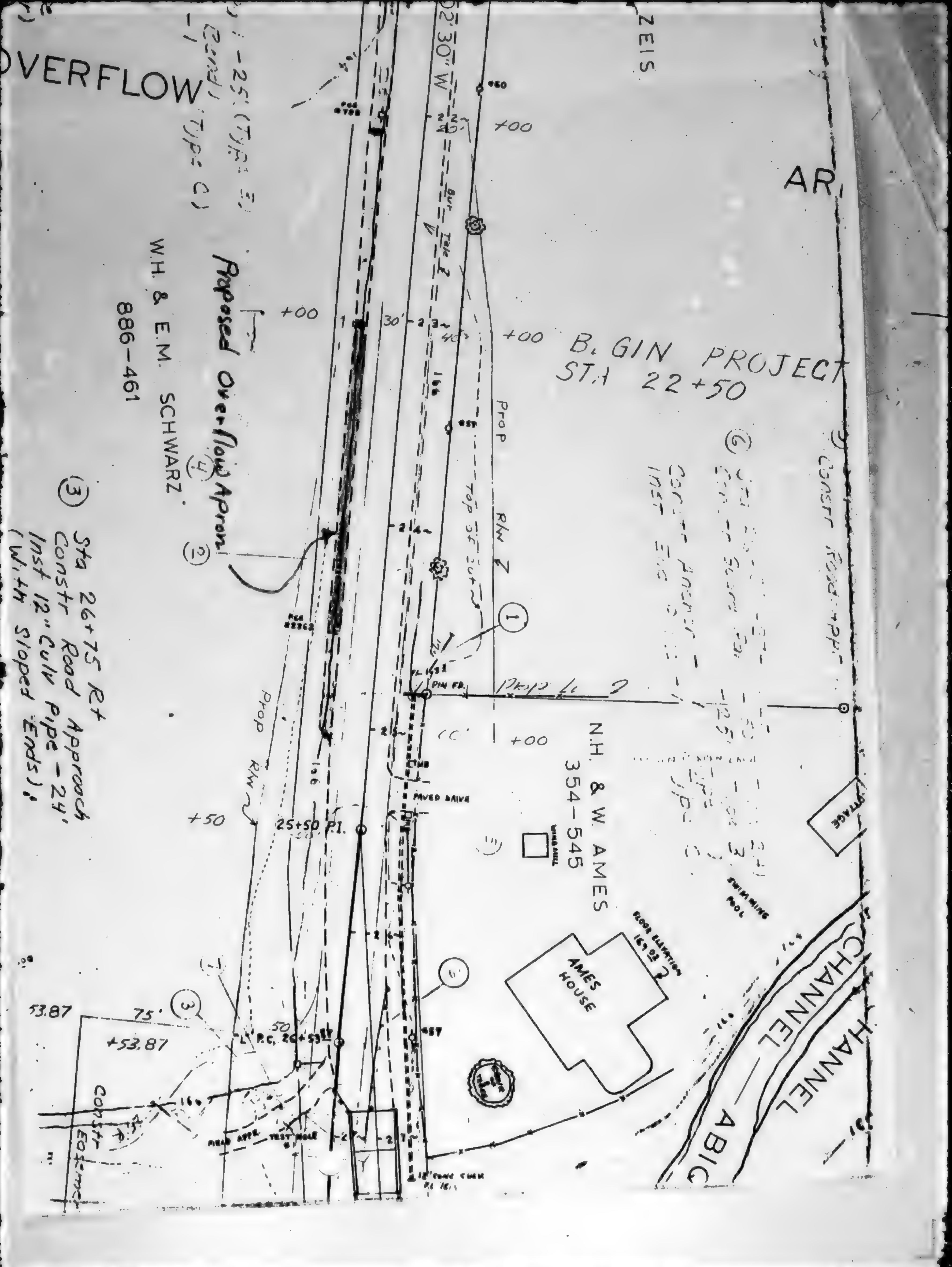
ABIQUA CREEK BRIDGE SEC


16' to ℄
Var 6' - 20'±
18"
Gabion Wire
12"
Sl 4:1
Class 50 Riprap
Ext'g. Ground Line

RIPRAP OVERFLOW APRON
STA 23+00 TO STA 24+50 (Rt)

Details for Gabion Wire Anchors
Not Finalized


D.M. & I.M. ZEIS
723-450
AR
B. GIN PROJECT
STA 22+50
Constr Road Appr
⑥
Constr Guard Rail
Constr Anchor
Inst End
N.H. & W. AMES
354-545
SWIMMING POOL
FLOOR ELEVATION 169.02
AME
+00
+00
+00
+00
+50
Prop R/W
Top of Cut
S 22° 02' 30" W
Bur Tele
166
166
21
22
23
24
25
30'
PIN FD.
PAVED DRIVE
25+50 P.I.
Prop R/W
Proposed Overflow Apron
①
②
④
W.H. & E.M. SCHWARZ
886-461
OVERFLOW
Sta 27+00 Rt
Constr Guard Rail -25' (Type 3)
(On 25' Radius Bend)
Inst End Piece -1 (Type C)
23+00 - 25+10
nove Asphalt slope
n of Str & Obstr)
③ Sta 26+75 Rt
Constr Road Approach
Inst 12" Culv Pipe - 24'
(With Sloped Ends).


OVERFLOW
ZEIS
AR
02°30' W
+00
W.H. & E.M. SCHWARZ
886-461
Proposed Overflow Apron
③
Sta 26+75 Rt
Constr Road Approach
Inst 12" Culv Pipe - 24'
(With Sloped Ends),
B. GIN PROJECT
STA 22+50
⑥
Constr Road App.
Prop
R/W
Top of Slope
①
PIN FD.
Prop
N.H. & W. AMES
354-545
PAVED DRIVE
25+50 P.I.
+50
SWIMMING POOL
FLOOR ELEVATION 169.02
AMES HOUSE
CHANNEL
CHANNEL
ABIG
53.87
75'
+53.87
P.C. 26+53.87
50
FIELD APPR.
TEST HOLE
12" CONC CULV
Constr Easement

9397

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

April 28, 1980

REGION 2 ENGINEER
RECEIVED
APR 30 1980
☐ RLE ☐ RSE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ HSO ☐ ENV ☐ FFE

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Abiqua Bridge Project.

Dear Phil:

Reference is made to your letter of April 24, 1980, requesting review and approval of preliminary plans for the Abiqua Creek Bridge project. One set of plans, approved subject to the following comments and notations thereon, is returned herewith:

a. Estimated costs in your letter do not appear to include right-of-way costs. Please notify us if there is any change from the estimated right-of-way cost amount in the project request.

b. Drawing No. 35116:

   (1) Batter piles are shown on bent 1 but not on bent 2. Subject of course to your engineering analysis, the appearance of the stream cross-section (notwithstanding a somewhat higher fill to bent 1) suggests that batter piles are also required at bent 2.

   (2) You may wish to add a vertical curve at each end of "GRADELINE DIAGRAM" to provide proper transition between new section and old roadway.

   (3) You may wish to review and reduce the 6% cross slope shown on "Typical Section Bent 2". Normal County standard cross-slope on a roadway of this type would be 2%. It does not appear appropriate to superpose sufficient horizontal curve on a 100' long straight bridge to necessitate significant superelevation at the bridge-end.

c. Drawing No. 34978:

   (1) Drawing should be extended to show south end of project.

   (2) Drawing may need enlargement to more clearly define proposed work before it is used to solicit construction bids.

c. Drawing No. 34978 (continued) (2)

Approvals, of course, are limited to legible portions of the drawing.

The timely action by OSHD in completing field work and preliminary engineering on this project is very much appreciated by Marion County. When you require anything further on the project, please advise.

Very truly yours,

George T. Grove
Acting Director of Public Works

John J. Green

John J. Green
Federal Aid Coordinator

JJG:lk

cc: Board of Commissioners
Forrest Jones

Enclosure
c.c. Ted Thompson

9399

324-1953

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

April 24, 1980

George Grove
Acting Public Works Director
300 Senator Bldg
220 High St. NE
Salem, OR 97301

5241953

Dear Mr. Grove:

Attached are two sets of preliminary plans for the Abiqua Creek Bridge project.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$260,000
Structure	185,000
Engineering & Contingencies	85,000
TOTAL	$530,000

Please review the plans and return one set to this office with your comments and appropriate signatures in the approval block.

Very Truly Yours,

Phil Stea

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb
cc: D. H. Moehring

9399

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer   Attn. Phil Stearns

DATE: April 22, 1980

DES 23
Br. 1260A

FROM: John M. Tindall
Supervising Structural
Design Engineer

SUBJECT: Abiqua Creek Bridge
Abiqua Cr. Br. Sec.
FAS-A590
Marion County
Bridge 1260A

Enclosed are four reduced prints of drawings 35116 and 34978 which are the preliminary plan and elevation and vicinity map for the subject structure. Also enclosed are two copies of the Foundation Report.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$260,000
Structure	185,000
Engineering and Contingencies	85,000
TOTAL	$530,000

Please use these prints to obtain the approval of Marion County and return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

It is planned to call for bids on this project on October 28, 1980.

JMT:dh
Enclosures

cc H. A. Schell /w/ 1 set encls.
Engineering /w/ 1 set encls.
Local Government Unit
Environment Section (M. Banks) /w/ 1 set encls.

9399

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project FAS-A590(RS)
Abiqua Creek Bridge
Deviation from Standards

Date: February ~~21~~ 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Swan's letter of February 15 reports Marion County's request for a 32' roadway for the Abiqua Creek structure. This structure is a borderline case as to whether a 32' or a 40' roadway is acceptable. We will approve the 32' roadway since this is a secondary project.

G. L. Green

Original Signed by
H. A. Schell
Division Bridge Engr.

cc:
OSHD (D E Swan)

NOTED
H. S. COULTER

2-28 Larry! Exceptions to Design Standards have to be cleared through FHWA even under Cert. accept.
Bing

RECEIVED
STATE HWY ENGR
FEB 27 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

February 15, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Deviation from Standards
Abiqua Creek (Old Silverton-Mt. Angel Highway) Br. Section
FAS-A590
Marion County

Marion County has requested a deviation from standards for the width of this structure. They are requesting that this bridge have a roadway 32-feet wide instead of the suggested 40-feet standard. The County feels they are justified because the road on either side of the bridge is but 28-feet to 30-feet wide, and that they have no plans to widen it.

Under these circumstances, we feel that this deviation is justifiable and in the public interest, and are requesting your concurrence.

A copy of the letter from the County making this request is attached.

HR:pf
Attachment

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

January 29, 1980

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II-2960 E. State Street
Salem, Oregon 97310

RE: Width of Abiqua Bridge, FAS Route A590.

Dear Phil:

In compliance with your telephone request of January 29, 1980, the following additional data are furnished in support of Marion County's prior request that the Abiqua Creek Bridge on FAS Route A590 (the Old Silverton-Mt. Angel Highway) be constructed with a total width of traffic lanes and shoulders of 32 feet. This would provide a twelve-foot traffic lane with four-foot shoulder in each direction.

a. A lesser width than 32 feet would not be adequate for current traffic levels and would continue the existing unsafe condition in which traffic proceeds from a wider roadway onto a narrower bridge. Considering that present traffic levels are in the 1000-1500 ADT range, including a significant amount of agricultural equipment movement, a lesser width than 32 feet would fall far short of providing the degree of safety expected to result from a project of this magnitude.

b. The present roadway extends approximately 3½ miles from Hazel Green Road/Pine Street to the City of Mt. Angel. Width of roadway and shoulders is generally 28 to 32 feet. It is anticipated that the roadway will be gradually improved by continuing maintenance to a full 32-foot width throughout. Because of the location of the Silverton-Newberg Highway (SH 214) one to two miles to the eastward, it is quite unlikely that FAS Route A590 will ever be widened throughout to any width greater than 32 feet, including shoulders. Therefore, constructing a bridge with roadway width greater than 32 feet would introduce excessive project costs without improving safety or utility of the overall project.

REGION 2 ENGINEER
RECEIVED
JAN 31 1980
☐ RCE ☐ RME ☐ RTE
☐ RSO

TO: Phillip O. Stearns
FROM: John J. Green
RE: Abiqua Bridge, FAS Route A590
January 29, 1980
Page 2

Your efforts to obtain approval of a 32-foot roadway width for the bridge in this project are appreciated.

Very truly yours,

John A. Anderson
Director of Public Works

John J. Green, P.E.
Federal Aid Coordinator

JJG:fb

c.c. Bill Kappus
Forrest Jones

9399

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 524-1953

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 1, 1980

Phillip O. Stearns

FROM: Phillip O. Stearns
Region Federal Aid Engineer

SUBJECT: Abiqua Creek Bridge
FAS A 590
Marion County

TO: D. H. Moehring
Assistant State Highway Engineer

Attached is a letter from Marion County requesting a reduction from standard for subject structure.

Present and projected traffic figures on this section calls for a design width of 40 feet. As Mr. Green points out in his letter, the County Road from Mt. Angel to Silverton Road will probably not be widened to greater than 32 feet. Because of this and other factors, construction of a 40 foot width bridge is an unreasonable expenditure.

Region office concurs with the request and recommends the structure be designed for 32 foot width. Please forward County's request through channels to FHWA for concurrence.

POS/mdd

Attch.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
FEB 6 1980
REFERRED TO Reynoldson
FOR TAA
FILE: PM FA LG.

9399

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

January 25, 1979

Phil Stearns
ODOT-OSHD Federal Aid Engineer
R/W Branch
State Highway Bldg.
Salem, Oregon 97310

RE: Abiqua Bridge, FAS Route A590

Dear Mr. Stearns:

In accordance with recent discussions among OSHD and Marion County personnel, it is requested that the bridge included in this project be constructed with a 32-foot wide traffic surface. This will provide a 12-foot traffic lane and a 4-foot shoulder in each direction. Appropriate guardrails or non-mountable barriers should be provided in addition to the 32 foot roadway width.

Very truly yours,

John A. Anderson
Director of Public Works

John J. Green
Civil Engineer II

JJG:fb

c.c. Loren Weber
File
Geo. Wills
Walt Hart
D.O. Christensen

9399

ASSOCIATION OF OREGON COUNTIES

PRESIDENT • EARLE C. MISENER — UNION COUNTY
FIRST VICE PRES. • IVAN SKOKO — CLACKAMAS COUNTY
SECOND VICE PRES. • DENNIS L. FULLER — BAKER COUNTY
TREASURER • F. E. KNIGHT — TILLAMOOK COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N.E.
P.O. BOX 12729
SALEM, OREGON 97309
(503) 585-8351

P. JERRY ORRICK, EXECUTIVE DIRECTOR

January 25, 1980

John J. Green
Federal Aid Coordinator
Department of Public Works
220 High Street N. E.
Salem, OR 97301

Dear John:

In response to your letter of January 3, 1980, I contacted your office last week and, in your absence, talked with George Grove about the Abiqua Creek Bridge Project. After discussing your concerns with Don Harwell of the Department of Transportation, we agreed that the county should submit a second project application for Abiqua Creek Bridge requesting funding under the Federal Aid Highway Bridge Replacement (HBR) Program.

✓ Letter indicating their desire will suffice DnH.

Your Oregon Federal Aid Engineer, Phil Stearns, can assist you in the application process and ultimately in the project transfer. ✓

If you have further questions, please feel free to contact me.

Sincerely,

Bill Penhollow
Executive Assistant

lp

cc: Board of Commissioners
Hal Brauner
John A. Anderson
Phil Stearns
✓ Don Harwell

[illegible]

DnH.

9399

STATE OF OREGON
HIGHWAY DIVISION - ODOT
DEPT.
378-6569
TELEPHONE

INTEROFFICE MEMO

DATE: January 14, 1980

TO: FILE

David W. Bryson

FROM: David W. Bryson
Asst. Hydraulics Engineer

SUBJECT: Abiqua Creek Bridge
Old Silverton-Mt. Angel Highway
(FAS A590)
Marion County

The proposed project will replace an existing 140-foot structure consisting of three 20-foot pile trestle approach spans with an 80-foot pony truss as the main span. The new structure will be located approximately 25 feet downstream on a new alignment.

HYDROLOGY

Abiqua Creek is an east to west tributary of the Pudding River and drains an area of approximately 77 square miles above the proposed bridge site. No stream gage data is available for Abiqua Creek; therefore, the recurrence interval vs. peak discharge relationship listed below was determined by graphical interpolation of a log-log plot of drainage area vs. peak discharge for the various recurrence intervals of two gages in the immediate area. The two gages used were gage number 14-2015 (Butte Creek at Monitor, drainage area = 58.7 square miles) and gage number 14-1985 (Mollala River above Pine Creek, drainage area = 97.0 square miles). The recurrence interval vs. peak discharge relationship for these two gages was determined by a Log-Pearson Type III analysis of the gage data.

Recurrence Interval	Peak Discharge
100-year	14,500 cfs
50-year	13,000 cfs
25-year	11,000 cfs
10-year	9,000 cfs
5-year	7,300 cfs

This crossing has a history of roadway overflow in the sag immediately north of the bridge. The section foreman who maintained this road when it was a state highway was contacted and he stated that water flowed over the roadway more frequently prior to the 1964 flood than it has since the 1964 flood. He also said that occasionally the existing opening would become partially plugged with debris forcing the water over the roadway. The foreman described the debris as that native to the banks of the creek indicating that the channel banks were eroding.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
JAN 15 1980
REFERRED TO Hal
FOR
FILE: PM FA LG.

The gaging records in the adjacent drainage basins show that several high discharges have occurred since 1964, but since the frequency of roadway overflow has decreased, it indicated that the debris problem has lessened.

According to the resident on the northeast corner of the bridge, the existing opening was partially plugged with debris during the 1964 flood. Inspection of available gaging records in the area indicate the December 1964 flood was the largest flood of record.

HYDRAULIC DESIGN

The discharge of the December 1964 flood was estimated to be approximately 14,000 cfs (80-year recurrence interval). This discharge was calculated based on an observed 1964 highwater of elevation 169.0 feet (MSL). During this flood approximately 8,900 cfs was conveyed as pressure flow through the structure opening with the remaining 5,100 cfs conveyed as wier flow across the roadway.

The design criteria for the proposed structure is that it should maintain the status quo since there is a house immediately upstream from the bridge. Using 14,000 cfs as the design flood, a single-span structure with spillthrough abutments approximately 105 feet long will maintain the status quo. The structure should provide a minimum normal waterway area of 1,050 square feet below the design highwater elevation of 169.0 feet (MSL). With the above structure and the gradeline as shown on the vicinity map, approximately 9,900 cfs will be conveyed through the bridge opening with the remaining 4,100 cfs conveyed as wier flow over the roadway north of the bridge. Some roadway overflow area north of the structure is eliminated with the proposed gradeline, but this is offset by a larger waterway area through the proposed structure.

If vertical abutments are used, the structure should provide the same waterway area (1,050 square feet) as suggested for the spillthrough abutment alternate. A single-span structure with vertical abutments approximately 90 feet long will provide the necessary waterway area.

During the 100-year flood of 14,500 cfs, the highwater elevation will be approximately 169.1 feet (MSL). Approximately 10,050 cfs will be conveyed through the proposed bridge opening with the remaining 4,450 cfs conveyed as wier flow over the roadway.

RIPRAP

A velocity of approximately 9.5 feet per second can be expected through the bridge opening during the design flood. It is suggested that the 1 1/2:1 embankment slopes for the spillthrough abutment alternate be protected with a 3-foot thick blanket of class 700 loose riprap. A 9-inch thick filter blanket will be required and the riprap should be placed in a toe trench. It is suggested that a structure with vertical abutments have the toe of abutments protected with a 3-foot blanket of class 700 loose riprap placed in a toe trench.

It is also suggested that any fresh downstream embankment slopes subject to roadway overflow be paved as they are currently.

DWB:ge

cc:	Frank Terpin	w/att.
	Walt Hart	"
	D. Christensen	"
	Jack Davis	"
	Chuck Fredrickson	"
	Don Harwell	"
	Herb Schell, FHWA	"

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – cfs	14,000	14,500	14,000
m^3/s			
Frequency – yrs.	80	100	80
H.W. Elevation Natural Channel ft.	169.0	169.1	169.0
m.			
H.W. Elevation Channel Change ft.	----	------	--------
m.			
Average Velocity – fps	9.5±	9.6±	9.5±
mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Abiqua Creek Bridge
Old Silverton - Mt. Angel Hwy. (FAS A590)
Marion County

COMPILED BY: Dave Bryson

DATE: January 10, 1980

9399

11-15-79

NARRATIVE REPORT

Abique Creek Bridge
Old Silverton-Mt. Angel Co.Rd.

Marion County

Project Termini: Originally, the project began at Nusom Road, Station 20, and ended at Sioux Road, Station 43. However, since we are not changing the grade on the beginning end until we reach Station 23, this now becomes the beginning. This station is further supported by the paved slope on the right which won't be disturbed by our work for anymore distance than necessary.

The above mentioned slope paving was done by our maintenance forces to prevent erosion on the downstream side when the creek overflows and runs across the highway.

Temporary Protection and Direction of Traffic and **Stage Construction**: The new alignment is so close to the existing on the north end that the old structure will have to be removed before the new can be built. In addition, the grade revision would make it quite difficult to maintain a full traffic flow through the project during construction.

The county has written a letter to Jack Martin, a copy of which is attached for informational purposes. This letter provides for closure of roads for construction projects by special commissioner action. It requests also that a cost estimate be prepared as to the additional costs if the road were not closed. We have done this, our estimate being $71,000. This is included in the project cost documentation.

We have also had our traffic engineer do some work on signing with the emphasis being on "Road Closed so far Ahead" signs. These will alert the traveling public of the problem at the main junctions and allow them to still use this road to the point of closure. Another reason for using the Road Closed with distance riders is the cost of the signing. We at one time were thinking of signs with specific messages for this project only. These would be useable only on this job and the cost would be commensurately higher. We have also used some signing to keep the traffic off the old Gallon House bridge, which we are told is not suitable for general traffic use.

The contract needs to be written to require that both the bridge and grading work be done at the same time. This will minimize the time of road closure. It also could set the time of construction since earthwork and paving can only be done during the dry season.

Utilities: There are a number of poles belonging to PGE and Continental Telephone Co. which will require moving. These are inside the existing R/W.

In addition, there is a Pacific Northwest Bell Cable running along the easterly edge of pavement throughout the project length. This also will require adjustment, especially on the southerly end where we are in some pretty good cuts. Northwest Natural Cas Co said they have no line on the project.

There is one irrigation junction box which requires adjustment. We have provided a bid item to cover this.

I have had some conversation with Mr. Weise of Pacific Northwest Bell. He is very interested in receiving the plans as soon as they have been firmed up. His address is Pacific Northwest Bell, Engineering Department, c/o Gene Weise, Room B-60, P.O. Box 106, Salem, Oregon 97308.

Right-of-Way: There are several ownerships involved with the land being mainly pasture with some brush land. At least one is under fence with stock in the pasture adjacent to the roadway. We have inserted a bid item to build new fence so we are assured of adequate stock control during the project.

There are also five areas where easements will be required to construct road connections to private ownerships. A separate list has been prepared giving the ownerships, areas of taking both purchase and easements, and insofar as possible, the remaining ownerships after the purchase taking. A copy of this has been given the Region R/W people.

Horizontal Alignment: The coordinates and bearings used are the Oregon Grid System, N. Zone. This was established by a 3-point intersection, using St. Benedict, west and east tanks, and Silverton Municipal tank. The angles were turned by transit at the intersection point. The 'L' line was projected from the 'P' line.

The 'L' line uses one 1°45' simple curve to replace three existing curves. The Delta is 20°41', which reduces 22°29' from the existing. The superrate used is 0.04 which is full compensation for a 60 mph speed.

Vertical Alignment: The job coming here from Jack Martin's office had the grade line lower than the existing bridge deck elevation. The 1964 flood had drift piled up against the old structure and reportedly it did suffer some lateral displacement at that time.

We have raised our grade line to allow for some drift clearance above the 64 flood elevation. We have still retained as much as of the overflow characteristics of the existing roadway as possible by use of a vertical curve on the north end. Other than that, our grade is fairly close to the one they had projected. Some adjustments were made to create a balance between the cuts and fills.

We have extended the slope paving to the south in the new work to provide protection from the overflow erosion on the downstream side.

Typical Section: The surfacing details are:

1½" - A/C future wearing course
4" - Class B - A/C base and wearing courses
2" - 3/4-0 leveling course
12" - 1½-0 Coarse crushed base.

The lateral design is 32' total: (2) 12-foot travel lanes and (2) 4-foot shoulders. This has been carried across the bridge such that the entire job is consistent.

The right side of the existing roadway from Nusom Road ahead to about the bridge has paving on the slope. This has been left in place so far as possible and where we have buried it beneath the fill, it has been incorporated into the new section.

We have shown trench excavation and rip-rap to be placed on the slope beneath the bridge ends. The intent is to present a final section where the surface of the rip-rap ties into the adjacent bank lines such that a smooth flow line will result.

Drainage: This is not a major item. We perpetuated the ditch on the left at the beginning of the project and tied it into the existing pipe which runs beneath the Ames frontage. Some thought was given to the use of a manhole where our new pipe angles into the existing, but I felt it didn't justify the cost. In any case, cleaning shouldn't be that much of a problem.

Structure: The proposal is the use of prestressed slabs -- 4' wide, 33" deep. The proposed structure length is 122 feet. It is located on the downstream side of the existing but close enough that the existing will have to be removed before the new can be built. We have made arrangements for a road closure during the construction period, but this should be held to as short a time as possible. This has been discussed under Temporary Protection and Direction of Traffic.

The entire structure will be on a 1°45' curve left with the super rates being constant throughout.

Bid Items:

Mobilization -
Temporary Protection and Direction of Traffic and
Temporary Signs - Covered elsewhere.

Temporary Barricade - Type 3: These are proposed at the ends of the project. These are 8 feet long and will be placed at Nusom and Sioux roads such that they can be moved for the local and contractor traffic, but will deter through traffic.

Temporary Metal Barrier is planned to be placed at the bri ends where the old has been removed to prevent anyone from running into the creek.

Clearing and Grubbing: This is light work, mostly brush at the bridge site and some along the old fence rows.

Removal of Structures and Obstructions: Consists of the removal of existing fence, some slope paving and culverts.

Removal of Existing Structure - with two approach spans of of 30' each. The existing bridge has a main span of 80 feet long x 20 feet wide. It has two piers in the creek line. It is not known how the ends are supported. The removal needs to be done such that the stream bed has no obstructions from the old piers remaining. The county said they did not want the old bridge, so it should become the property of the contractor.

General Excavation: The project has been worked up as a balance between cut and fill overall. However, there is a small inbalance on the north side of the river where approximately 1200 yards of fill material will be needed above the excavation available. I would suggest that the grading work be completed on the north side before the old structure is removed.

Toe Trench Excavation: The slopes at the bridge ends will need some treatment to offset the possible erosion from the turbulence caused by the bridge piers. The work involved has been shown to include the toes in the streambed and on the slopes where we are inserting the riprap such that it will be flush with the adjacent creek bed slopes.

This item also includes the excavation for the toe along the new slope paving from Station 23 to 24+50.

Trench Excavation is for the installation of culverts, finishing roadbed and slopes. No special comments.

Aggregate Base: No special comments.

Aggregate Base Leveling: No special comments.

Class 'B' A/C: No special comments.

Asphalt in A/C Mixture: No special comments.

Asphalt in Tack: Region recently requested that tack be paving grade asphalt.

Reinforced Conc Bridge End Panels: No special comments.

Rubber Chip Seal: To cover impact panels also.

12" and 18" Culvert Pipe: No special comments.

Guard Rail Type 2A: No special comments.

Guard Rail Type 3: 75 feet needed on 25-foot radius bend.

Guard Rail Anchors, Type 1: No special comments.

Guard Rail End Pieces: No special comments.

Guard Rail End Pieces: No special comments.

Fence Type 2: Will have to constructed before clearing to contain stock.

Extra for Asphalt Approaches: No special comments.

Extra for Asphalt Slope Paving: Could be spread with blade on 4:1 slope.

Riprap Class 700: No special comments.

Filter Blanket: No special comments.

Delineators: No special comments.

Adjust Irrigation Junction Box: County is investigating. Will forward information complete.

Roadside Seeding and Mulching: No special comments.

Adjustment of Mailbox Posts: Remove and maintain on temporary stands during construction. Set in final position on completion.

9399

files

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division
DEPT.

TELEPHONE

TO: Jim Dixon
Region 2 R/W Supervisor

DATE: October 1, 1979

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT:

Right of Way Services Agreement #135
Abiqua Cr. Br. Section
Old Silverton-Mt. Angel Highway
Marion County

MISC. CONTRACTS and AGREEMENTS No. 7010

Attached is a fully signed copy of the subject agreement for transmittal to the county and a copy for your files.

The project will be programmed.

✓ oct 6.

AE
mp
Attach.

cc: C. O. Fredrickson, w/c
Finance, Jim Kinns, w/c
Cecil Head, w/orig.
H. Wakerlig, w/c
Local Gov't Programs, w/c
Title, w/c

10-11-79
Noted in
agree book

9399

May 30, 1979

Marion County
  Board of Commissioners
County Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson
      Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Abiqua Creek (Old Silverton-Mt. Angel Hwy.) Bridge, FAS A590.

Financial sharing of the preliminary engineering is:

Total P.E.	$35,000.00
Federal Funds	30,835.00
BALANCE	$ 4,165.00

Rec'd 6/6/79

Told Region

Local Share:
1/2 of $4,165 = $2,082.50 rounding to $2,085.00

Please make your check in the amount of $2,085.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Federal Aid Engineer

HR:pf

bcc w/AD # 643: Vern Skoog - Please return completed AD # 643 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

9399

May 30, 1979

Marion County
Board of Commissioners
County Courthouse
Salem, Oregon 97301

Attn: Mr. John Anderson
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Abiqua Creek (Old Silverton-Mt. Angel Hwy.) Bridge, FAS A590.

Financial sharing of the preliminary engineering is:

Total P.E.	$35,000.00
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Told Region

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Very truly yours,

D. E. Swan
Federal Aid Engineer

Hk.pf

bcc w/AD # 643: Vern Skoog - Please return completed AD # 643
when check is received.
Region 2 Federal Aid Engineer Phil Stearns

9399

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

5-22-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: A590(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90212

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 24 '79
REFER TO [illegible]
FOR
Info | Indexd | R/D | D/R | Sign | Act | File

5-24
orig
to [illegible]

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 5-22-79

FEDERAL ROUTE NUMBER: Secondary A590

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Abiqua Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work.

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's May 10, 1979 letter you are authorized to proceed with the work as shown above at a TEC of $35,000 with Federal funds limited to $30,835.

Program documents indicate you intend to use a culvert at the above bridge site. In view of the fact that we have bridges on either side of this location, it would seem more appropriate to utilize a bridge structure instead of a culvert. Please consider this in your engineering analysis and advise this office of the results.

DATE: 5-22-79

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-551-855

9399

5-23-79

☒ ACTION ☐ INFO

☒ FILE:

☒ NOTE:

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson
Baker
Douglas
Deschutes
Polk
Sherman
Wallowa
Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane
Benton
Umatilla
Jackson
Marion
Union
Lake

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

Bill Penhollow
William Penhollow, Executive Assistant
Association of Oregon Counties

Date May 24, 1979

9399

May 16, 1979

Marion County
Board of Commissioners
Courthouse
Salem, OR 97301

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7010

Gentlemen:

Attached for your records is one fully executed copy each of agreements concerning the following:

1) The Abiqua Creek Bridge Section of the Old Silverton-Mt. Angel Highway

2) The Windsor Island Road-North River Road Section of Olson Road

3) The McLeod Lane-O.E.R.R. Section of Lockhaven Drive (FAU 1830)

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

STATE OF OREGON

INTEROF CE MEMO

O: H. S. Coulter
State Highway Engineer

DATE: February 20, 1979

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: Aliqua Creek Bridge
Marion County

Marion County is requesting the authorization for the P.E. for replacing the bridge over the Abiqua Creek on the Old Silverton-Mt. Angel Highway Road. This project will be approximately 1,000 feet long. The structure will be approximately 60 feet long with a roadway 40 feet wide and with 2-4 foot sidewalks. Roadway approaches will have 2-12 foot AC travel lanes and 8 foot shoulders. R/W is required, Engineering by State.

Jurisdiction	Section	Total Funds	Fed. Funds	State Funds	Co. Funds
Marion County	Abiqua Creek (Old Silverton-Mt. Angel Hwy.) Section. FAS-A590	$35,000	$30,800	$2,100	$2,100

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under the delegated authority.

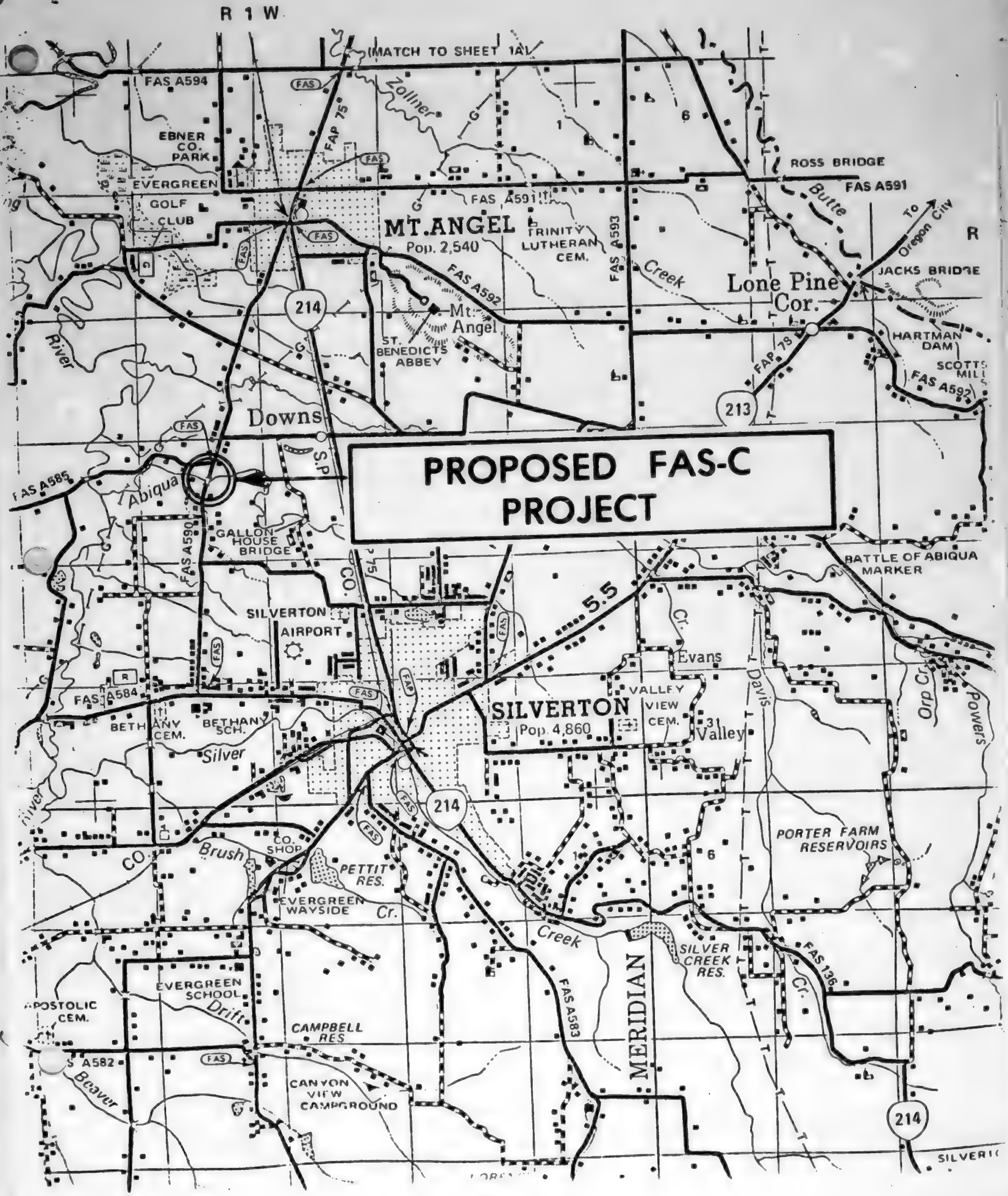
2/22 orig to Head of Machining

Approved
H S Coulter
State Highway Engineer

Date 2-22-79

HR:pf

81-125-1387


R 1 W
MATCH TO SHEET 1A
FAS A594
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FAP 75
Zollner
EBNER CO. PARK
EVERGREEN
GOLF CLUB
FAS A591
MT. ANGEL
Pop. 2,540
TRINITY LUTHERAN CEM.
FAS A593
Creek
ROSS BRIDGE
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Butte
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R
JACKS BRIDGE
Lone Pine Cor.
FAS A592
214
Mt. Angel
ST. BENEDICTS ABBEY
River
HARTMAN DAM
SCOTTS MILL
FAS A592
FAP 78
213
Downs
S.P.
PROPOSED FAS-C PROJECT
FAS A585
Abiqua
FAS A590
GALLON HOUSE BRIDGE
CO.
75
BATTLE OF ABIQUA MARKER
5.5
SILVERTON AIRPORT
Cr.
Evans
Davis
Orp Cr.
Powers
FAS A584
BETHANY CEM.
BETHANY SCH.
SILVERTON
Pop. 4,860
VALLEY VIEW CEM.
Valley
Silver
River
214
CO.
Brush
CO. SHOP
PETTIT RES.
PORTER FARM RESERVOIRS
EVERGREEN WAYSIDE
Cr.
Creek
MERIDIAN
SILVER CREEK RES.
FAS 136
Cr.
EVERGREEN SCHOOL
APOSTOLIC CEM.
Drift
CAMPBELL RES
FAS A583
FAS A582
FAS
Beaver
CANYON VIEW CAMPGROUND
214
SILVERT

9397

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 10, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Project Data Submission
Item No. 90212
Project No. RS-A590(1)
Abiqua Creek Bridge Section
Marion County

Enclosed is data for the subject project.

I hereby request the following:

> Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $35,000 with an obligation of $30,835 in federal funds.

Copies of the Clearinghouse A-95 review conclusions have been previously forwarded.

CL:tmw

Enc.

cc: C. O. Fredrickson (Region 2)
H. Reynaldson

Budget Bureau No. 41-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 5-10-79

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co Rd, Approx 2 mi NE of Silverton 65	**ADT**	PRESENT DHV 120 1,000 (66)	FUTURE 1,500 (70)	YEAR 99 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 RS- 23	NUMBER 7 A590

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Marion			
	NAME OF URBAN AREA 17-31 --	ROUTE NO. S	FEDERAL-AID A590 (32)	STATE Co. Rd. (36)	(37) -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Abiqua Creek Bridge Section"	0.19	35,000	30,835	2,082	2,083 (Co
5					**ROW**							
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.19	35,000 (16) (23)	30,835 (24) (33)	2,082	2,083 (Co	
1	14	PROGRAM APPROVAL DATES					REMARKS		

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-10-79

ADT	PRESENT DHV 120 1,000	FUTURE 1,500	YEAR 99	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 90212

T LOCATION (45 typewriter spaces)
d, Approx 2 mi NE of Silverton

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR
ering							

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
RS-	A590	(1)		

COUNTY NAME: Marion
CODE: 047

Rural Secondary

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	A590	Co. Rd.	--

PROGRAM STAGE
☐ 1 OR ☐ 2

--

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Abiqua Creek Bridge Section"	0.19	35,000	30,835	2,082	2,083 (Co)	Util. prep. work & archeological salvage.
OW								ROW-60' normal; Access Control-none; Parking Restrictions none.
ONST (ODE)								
CL		PROJECT TOTALS	0.19	35,000	30,835	2,082	2,083 (Co)	

REMARKS

ROVAL DATES

-over-

USCOMM DUSCOMM-DC 48905-P6

ABIQUA CREEK BRIDGE SECTION
PROJECT NO. RS-A590(1)

Existing Facilities:

Roadway--20-foot bituminous surface with 4-foot shoulders.

Structure--80-foot steel pony truss with timber approaches, overall length 140 feet, HC 18 feet.

Adjacent Sections: Roadway same as existing facility.

Project Data: Work under this project consists of preliminary engineering all phases including utility preparatory work and archeological salvage as required for the future construction necessary to replace the existing narrow bridge with a culvert and realigment of approach roadways.

System Action, Railroads, Water Developments, Historical & Recreational Areas: None involved.

Airports: Silverton Airport is located 1 1/2 miles S.E. of the project.

FHPM 4-1-4 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated April 24, 1979 and April 26, 1979 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on May 1, 1979.

FHPM 7-7-5 Requirements: In accordance with the Oregon Action Plan, Federal Regulations and Statutes.

Note: The project is in Congressional District No. 2.

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Abiqua Creek Bridge

PNRS #: 7903 2 1060

DATE : May 4, 1979

The State Clearinghouse has received additional comments from Soil & Water subsequent to our conclusion letter of April 24, 1979, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

5-7-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket,
Aeronautics
C. O. Fredrickson,
Region 2
R. A. Kuehn,
District 3
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAY 8 -'79
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File
						✓

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

BEN GIFFORD
3-26-79

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________________ Due Date: ______________________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Marion Dept. of Transportation

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Soil and Water Conservation Commission can see no major soil and/or water problem with this project, but we are concerned with the installation of a culvert. Will it have enough capacity to pass the major storms? Also, what is the danger of brush plugging the culvert and causing Abiqua Creek to flood farmland in the area? This section of Abiqua Creek is steep and has a high gravel load. We are concerned that a culvert may have a reduced capacity and not be able to pass a 25 year storm.
Please coordinate the implementation of this proposal with the Marion SWCD. 2487 Lancaster Drive NE. Salem, OR 97303 Phone: 399-5746

Agency Soil & Water By ______________________

9399

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: May 1, 1979

In reply refer to: HFO.2-OR

SUBJECT: Project Assessment
Abiqua Creek Bridge
Oregon Project RS-A590(-)
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate state during the project development.

P.V. Riedel
G. L. Green for

cc:
ODOT (Proj Mgmt)
OSHD (Reg 2, Env)

Environmental Section
May 7, 1979

cc:
- D. H. Moehring
- J. B. Boyd (3)
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4) O
- F. E. Terpin (3)
- George Bell
- Surfacing Design
- C. O. Fredrickson
- R. E. Kuehn
- William Fretwell
- Eddie Welsh
- Gerald Wimer
- B. L. Gifford (2)
- Don Keyes (8)

Cp

HAL O

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A590 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 20, 1979

Section Abiqua Creek Bridge

Unit (if appl)

County Marion

City

Highway FAS-A590

State Hwy. No. Federal Aid Route No. 939 FAS-A590

Termini: M.P.(if appl) -

Length 1,000 feet.

Region II

Construction Estimate $266,000
Program Amount

B. Purpose of Project: Replace existing narrow bridge and correct unsafe vertical and horizontal alignment of approaches.

C. Origin & History of Project: During recent years, there have been several accidents in this area each year. About 800 feet south of the bridge there is a crest in the road combined with a sharp curve. The bridge lies on an S-curve connecting to this sharp curve. This project is proposed to reduce the probability of serious accidents by collision in the sharp curve area or on the narrow bridge.

D. General Description of Project: Existing bridge will be replaced with adequate width culvert and fill structure, approaches will be straightened, and curves will be regraded and realigned to appropriate standards for existing traffic loading.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2; Med. -; Shldrs. 3-8; Parking -
Proposed: No. Lanes 2; Med. -; Shldrs. 8; Parking -

Traffic: Existing Facility: Existing ADT 1,000; Projected ADT 1,500; Yr. 2000
Existing Level of Service C

Proposed Facility: Projected ADT 1,500; Yr. 2000
Projected Level of Service B

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres 0.7; Type of Relocation Req. None; No. -

Materials Source, Borrow, Waste Disposal Requirements, if any:
Fill from local commercial sources, negligible waste disposal requirement, existing structure to be salvaged and moved to County material stock.

Type of Structure(s):
Combination Steel Truss bridge on concrete piers with pile and timber approaches to be replaced by horseshoe-shaped open-bottomed culverts and earth fill.

Brief Description of River or Stream and Type of Involvement, if any:
Abiqua Creek in this area is a free-flowing stream with rock bottom. New structure will conform to existing stream flow line and alignment.

Local City, County or COG priorities of project:

Marion County priority 1.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Appropriate realignment of existing roadway, possibly as much as 50-feet horizontally at one point, will be designed after detailed site surveys are made.

Other Descriptive Information or Comments:
Portland General Electric Power lines and Continental Telephone of the Northwest telephone lines are located in project area.

(Attach project sketch map.)
It is expected that work in streambed will be done under authority of blanket permit from Corps of Engineers to State Highway Department.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project area lies between Silverton and Mt. Angel along Abiqua Creek. Abiqua Creek flows westward at this point and empties into the Pudding River about one mile downstream. Topography is rolling to flat in this area, generally sloping toward the stream. Most common soils in the area are Cloquato and Amity Silt Loams. Wild blackberries grow along the stream and in other uncultivated areas. Dominant animal life consists of nutria, mice, and moles. Pheasant, hawks, sparrows, and robins are also found in the area.

2. Cultural:

Adjoining land is agricultural, with wheat, and less frequently corn, the normal crop. Three residences are located near the project area. There will be a slight shift of roadway away from one residence and little effect on the other two. Residents have requested improvement of road alignment to reduce the number of accidents near their homes.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   There will be no significant reduction in agricultural land. Right-of-way expansion on one side will be mostly offset by reduction on the opposite side.

2. Estimated Impact on Traffic Patterns:
   Insignificant shortening of travel route, reduction in road curvature will permit more uniform speed.

   Consequences--Air Quality, Noise, Safety, etc.:
   Project will greatly reduce risk of serious accidents. Other consequences would be insignificant.

3. Estimated Impact on Land Use:
   No significant impact.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   No significant impact.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   A Cultural Resource Survey may be required

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable

b. Noise Standards

A noise study report is required

c. Water Quality Standards

Not applicable

d. Area Land Use and Transportation Plans, and Zoning

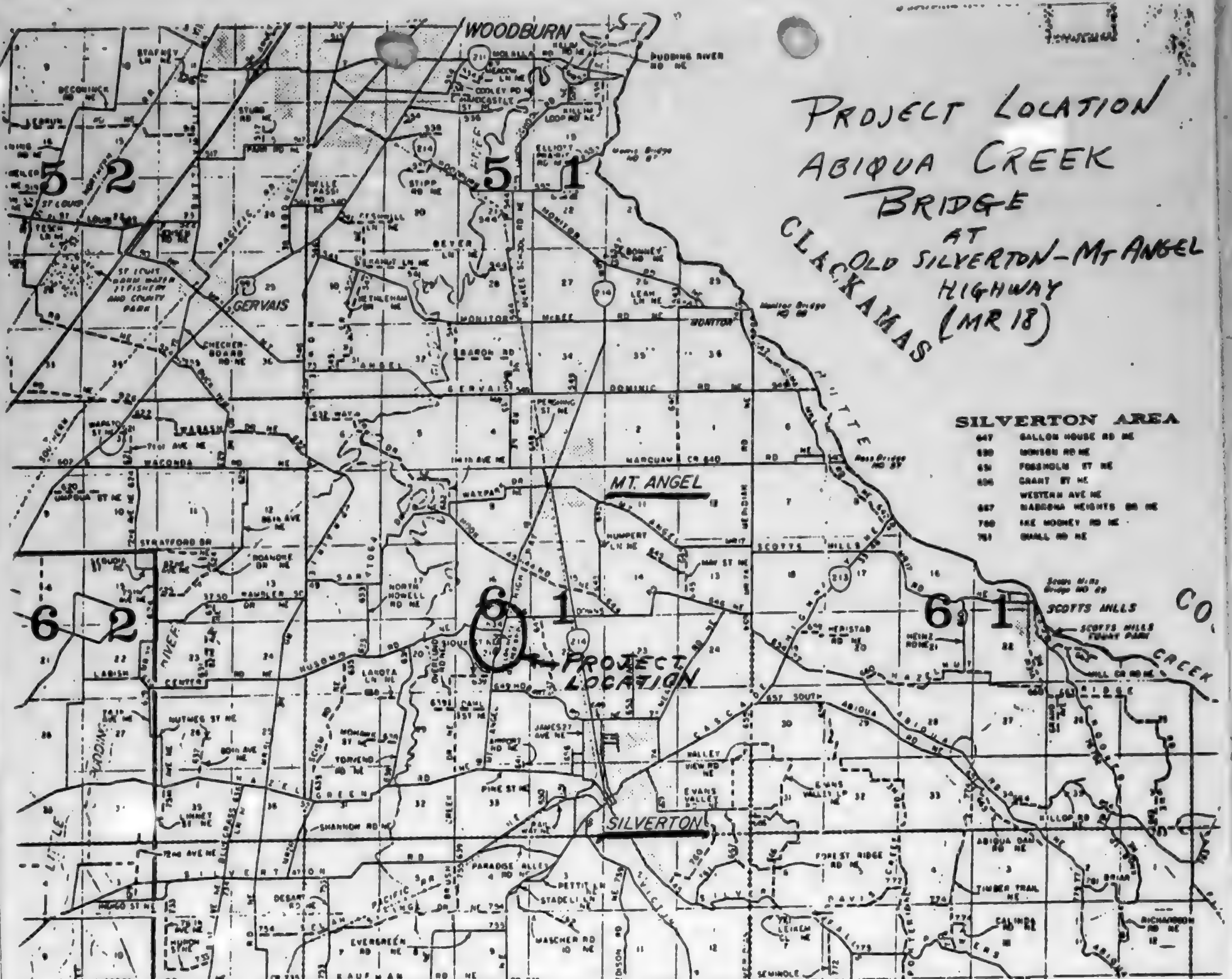
No conflict.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


WOODBURN
GERVAIS
MT. ANGEL
SILVERTON
SCOTTS MILLS
CLACKAMAS
CO
BUTTE
CREEK
PROJECT LOCATION
SILVERTON AREA
647 GALLON HOUSE RD NE
650 MONSON RD NE
651 FOSSHOLM ST NE
656 GRANT ST NE
WESTERN AVE NE
667 MADRONA HEIGHTS RD NE
760 IKE MOONEY RD NE
751 QUALL RD NE
5 2
5 1
6 2
6 1
6 1
7 2
7 1
7 1
8 2
8 1
8 1
214
213
SHAW
WALDO HILLS
PACIFIC

PROJECT LOCATION
ABIQUA CREEK
BRIDGE
AT
OLD SILVERTON-MT ANGEL
HIGHWAY
(MR 18)

9399

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Abiqua Creek Bridge

DATE: April 24, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
MAY 4 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						/

5-2-79 copies sent to:
G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
C. O. Fredrickson, Reg. 2
R. A. Kuehn, Dist. 3
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7903 2 1060

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-98.

3-26-79
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7903 2 1060 Due Date: APR 20 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By

ENVIRONMENTAL MANAGEMENT SECTION 4/10/79

PNRS 7903-2-1060

The Oregon Department of Fish and Wildlife has no objection to the Abiqua Creek bridge replacement project in Marion County providing the following conditions are observed during construction.

1. Equipment operation within the actively flowing stream is confined to the period of July 1 through September 15.
2. Adequate measures are taken to minimize turbidities which could result from construction.
3. No pollutants of any type, especially but not limited to petroleum products, fresh concrete, and silt are allowed to enter the waterway.
4. Soils disturbed by the project are stabilized and revegetated.
5. All project debris is removed from the stream.
6. Please coordinate the planning and implementation of this project with our district fish biologist, Joe Wetherbee. He can be contacted at 2491 Lancaster Drive, N.E., Salem, OR 97303, 378-6925.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Dept. of Environmental Quality
RECEIVED
MAR 29 1979

PNRS STATE REVIEW

Project #: 790 [illegible] Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (X) Please coordinate the implementation of the proposal with us.
- (X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Please Forward a copy of the noise study Report when written to the DEQ noise pollution Section

Agency DEQ By Norman L. Jette 4-11-79

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
MAR 29 1979
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7903 2 1060 Due Date: __________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E H

9399

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 26, 1979

TO: Executive Department
Federal Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
200 Senator Bldg.
220 High St., NE
Salem, Oregon 97301

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Abiqua Creek Bridge
Highway: FAS-A590
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 27, 1979.

ELG:pf
Attachments

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 27 '79
REFER TO

FOR

Info	Invs	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Abiqua Creek Bridge

11 12] PROJECT LOCATION—CITY: FAS-A590 — PROJECT LOCATION—COUNTY: Marion — PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) [71

06 12] Replace existing narrow bridge and correct unsafe vertical and horizontal [71

07 12] alignment of approaches. [71

08 12] Existing bridge will be replaced with adequate width culvert and fill structure, [71

09 12] approaches will be straightened, and curves will be regraded and realigned to [71

10 12] appropriate standards for existing traffic loading.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
228,760		18,620	18,620		266,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: March 26, 1979

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: April — 43] DAY [44: 27 — 45] YEAR [46: 1979

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 26, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A590 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 20, 1979

Section Abiqua Creek Bridge

Unit (if appl)

County Marion

City

Highway FAS-A590

State Hwy. No. Federal Aid Route No. 939 FAS-A590

Termini: M.P. (if appl) -

Length 1,000 feet.

Region II

Construction Estimate $266,000
Program Amount

B. Purpose of Project: Replace existing narrow bridge and correct unsafe vertical and horizontal alignment of approaches.

C. Origin & History of Project: During recent years, there have been several accidents in this area each year. About 800 feet south of the bridge there is a crest in the road combined with a sharp curve. The bridge lies on an S-curve connecting to this sharp curve. This project is proposed to reduce the probability of serious accidents by collision in the sharp curve area or on the narrow bridge.

D. General Description of Project: Existing bridge will be replaced with adequate width culvert and fill structure, approaches will be straightened, and curves will be regraded and realigned to appropriate standards for existing traffic loading.

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. - ; Shldrs. 3-8 ; Parking -

Proposed: No. Lanes 2 ; Med. - ; Shldrs. 8 ; Parking -

Traffic: Existing Facility: Existing ADT 1,000 ; Projected ADT 1,500 ; Yr. 2000

Existing Level of Service C

Proposed Facility: Projected ADT 1,500 ; Yr. 2000

Projected Level of Service B

734-3053 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.7 ; Type of Relocation Req. None ; No. -

Materials Source, Borrow, Waste Disposal Requirements, if any:
Fill from local commercial sources, negligible waste disposal requirement, existing structure to be salvaged and moved to County material stock.

Type of Structure(s):
Combination Steel Truss bridge on concrete piers with pile and timber approaches to be replaced by horseshoe-shaped open-bottomed culverts and earth fill.

Brief Description of River or Stream and Type of Involvement, if any:
Abiqua Creek in this area is a free-flowing stream with rock bottom. New structure will conform to existing stream flow line and alignment.

Local City, County or COG priorities of project:

Marion County priority 1.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):
Appropriate realignment of existing roadway, possibly as much as 50-feet horizontally at one point, will be designed after detailed site surveys are made.

Other Descriptive Information or Comments:
Portland General Electric Power lines and Continental Telephone of the Northwest telephone lines are located in project area.

(Attach project sketch map.)
It is expected that work in streambed will be done under authority of blanket permit from Corps of Engineers to State Highway Department.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project area lies between Silverton and Mt. Angel along Abiqua Creek. Abiqua Creek flows westward at this point and empties into the Pudding River about one mile downstream. Topography is rolling to flat in this area, generally sloping toward the stream. Most common soils in the area are Cloquato and Amity Silt Loams. Wild blackberries grow along the stream and in other uncultivated areas. Dominant animal life consists of nutria, mice, and moles. Pheasant, hawks, sparrows, and robins are also found in the area.

2. Cultural:

Adjoining land is agricultural, with wheat, and less frequently corn, the normal crop. Three residences are located near the project area. There will be a slight shift of roadway away from one residence and little effect on the other two. Residents have requested improvement of road alignment to reduce the number of accidents near their homes.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   There will be no significant reduction in agricultural land. Right-of-way expansion on one side will be mostly offset by reduction on the opposite side.

2. Estimated Impact on Traffic Patterns:
   Insignificant shortening of travel route, reduction in road curvature will permit more uniform speed.

   Consequences--Air Quality, Noise, Safety, etc.:
   Project will greatly reduce risk of serious accidents. Other consequences would be insignificant.

3. Estimated Impact on Land Use:
   No significant impact.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   No significant impact.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   A Cultural Resource Survey may be required

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable

b. Noise Standards

A noise study report is required

c. Water Quality Standards

Not applicable

d. Area Land Use and Transportation Plans, and Zoning

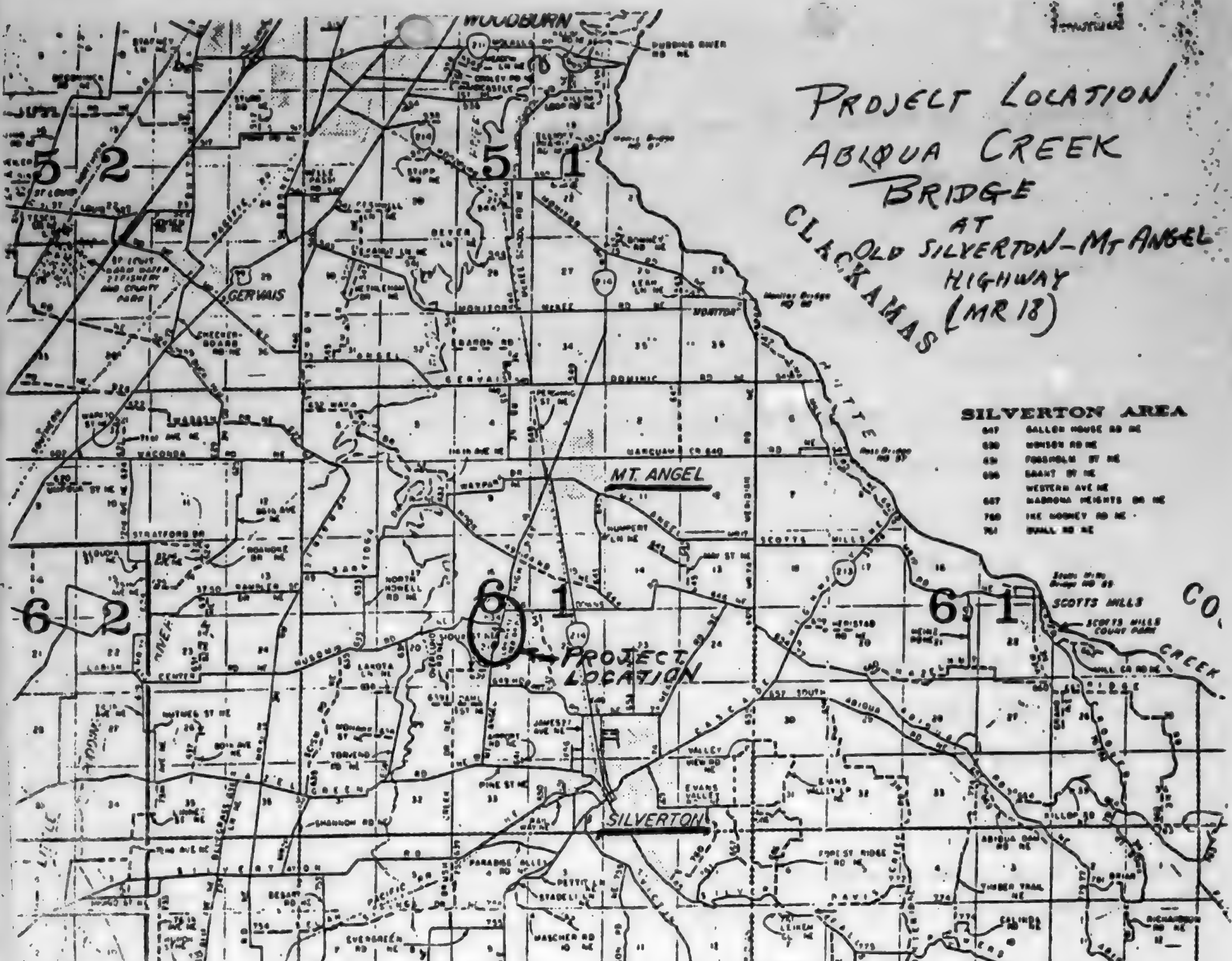
No conflict.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


PROJECT LOCATION
ABIQUA CREEK
BRIDGE
AT
OLD SILVERTON-MT ANGEL
HIGHWAY
(MR 18)

WOODBURN
GERVAIS
MT. ANGEL
SILVERTON
SCOTTS MILLS
CLACKAMAS
CO
PROJECT LOCATION
SILVERTON AREA
GALLON HOUSE RD NE
WESTERN AVE NE
MADRONA HEIGHTS DR NE
5 2
5 1
6 2
6 1
6 1
7 1
7 1
2
8 2
8 1
8 1

9399

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-A590 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 20, 1979

Unit (if appl)

City

Section Abiqua Creek Bridge

County Marion

State Hwy. No. Federal Aid Route No. 939 FAS-A590

Highway FAS-A590

Termini: M.P.(if appl) -

Length 1,000 feet.

Construction Estimate $266,000
Program Amount

Region II

B. Purpose of Project: Replace existing narrow bridge and correct unsafe vertical and horizontal alignment of approaches.

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Existing Level of Service C

Proposed Facility: Projected ADT 1,500 ; Yr. 2000

Projected Level of Service B

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Acres 0.7 ; Type of Relocation Req. None ; No. -

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   Consequences--Air Quality, Noise, Safety, etc.:
   Project will greatly reduce risk of serious accidents. Other consequences would be insignificant.

3. Estimated Impact on Land Use:
   No significant impact.

   Consequences:

4. Expected Impact on Natural Ecological Resources:

   No significant impact.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources:

   A Cultural Resource Survey may be required

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

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7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Not applicable

b. Noise Standards

A noise study report is required

c. Water Quality Standards

Not applicable

d. Area Land Use and Transportation Plans, and Zoning

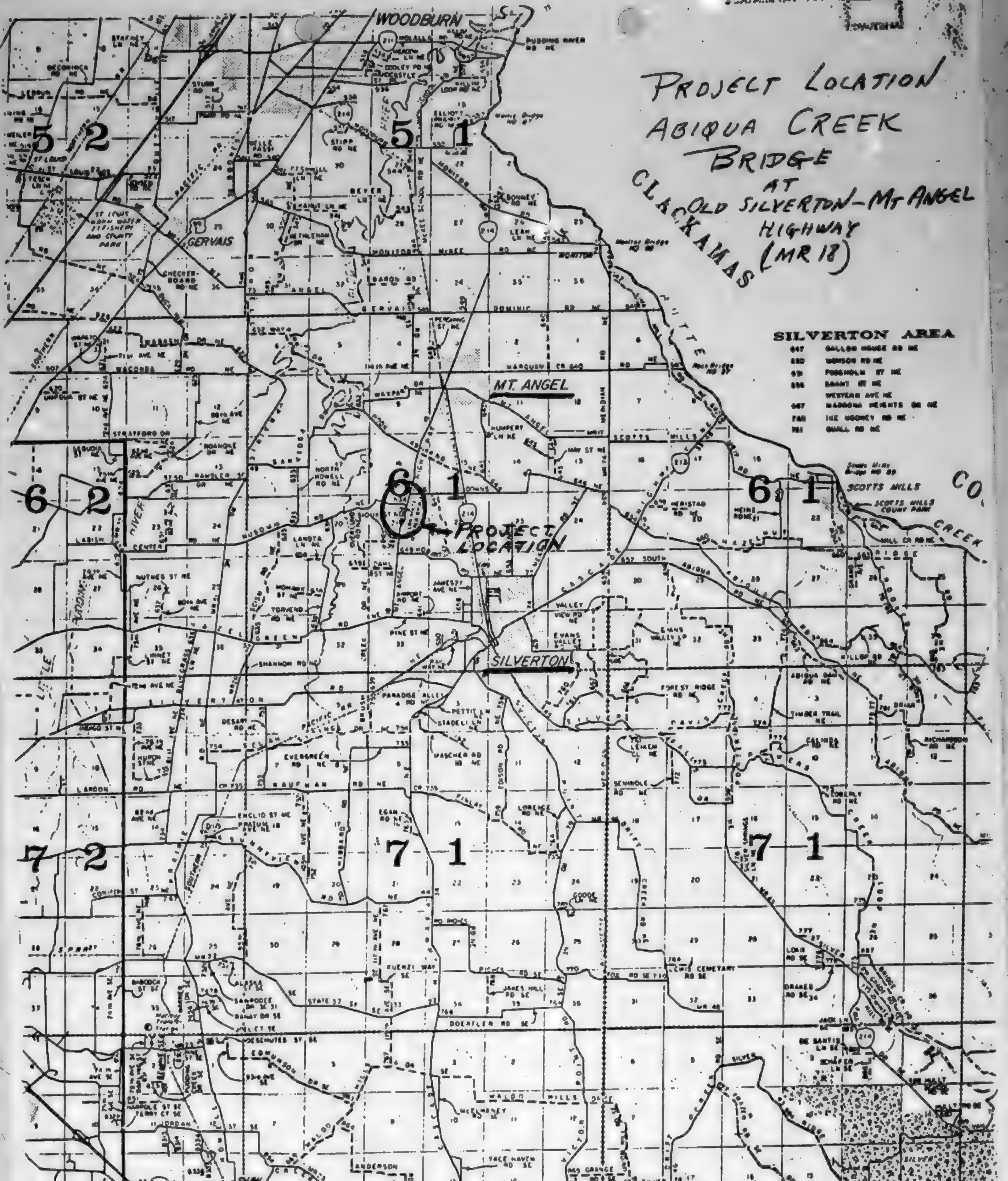
No conflict.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4



PROJECT LOCATION
ABIQUA CREEK
BRIDGE
AT
OLD SILVERTON-MT ANGEL
HIGHWAY
(MR 18)

WOODBURN
GERVAIS
MT. ANGEL
SILVERTON
SCOTTS MILLS
SCOTTS MILLS COUNTY PARK
CLACKAMAS
CO
PROJECT LOCATION
SILVERTON AREA
GALLON HOUSE RD NE
MONSON RD NE
FOSSHOLM ST NE
GRANT ST NE
WESTERN AVE NE
MADRONA HEIGHTS DR NE
IKE MOONEY RD NE
QUALL RD NE
5 2
5 1
6 2
6 1
6 1
7 2
7 1
7 1
8 2
8 1
8 1

9379 2-8-79

LOCATION PROSPECTUS

Abiqua Creek Bridge
Old Silverton-Mt. Angel Highway
Marion County

Richard E. Nelson
Region 2 Location Engineer

HIGHWAY: Old Silverton-Mt. Angel Highway, FAS 136

TERMINI: Northerly terminus M.P. 1.7±.
Southerly terminus M.P. 1.5±.
Project is approximately 1 and 1/2 miles northerly of the intersection of Hazel Green Road and Mt. Angel highway.

LENGTH: 1,000 feet or 0.2 mile.

NARRATIVE: Prepare PS & E documents for the construction of a new bridge and roadway re-alignment to new structure.

Soils and foundation analysis will be required. No special drainage problems are apparent.

The estimate shown on the project request is based on two parallel 25'2" x 8'5" 8 gauge Armco Super Spans, however, high water signs in the area tend to indicate the existing waterway has been inadequate at times. Therefore, reduction of this waterway area is unlikely, but all alternatives should be investigated.

The Hydraulics Section made a cursory check of this creek and has indicated the 25 year flood is 8,500 c.f.s.. This figure would indicate the super spans will not handle the flow, as required.

This is a FAS-C project and the State will do the preliminary and construction engineering.

CHARACTERISTICS: ADT is 1,000; estimated rise and fall and central angle is 35'± and 40° respectively. The new alignment should eliminate several short curves and create one long uniform curve with a simple transition to the existing highway. The overall vertical alignment will be greatly improved by elimination of the present rolling roadway.

STANDARDS: This is a Class "C" two lane highway. Use the AASHO Rural standards for design criteria, or 5% grades K value of 85. It is anticipated that the shoulder width will deviate from 8' to 4'.

PAGE TWO
Location Prospectus
Abiqua Creek Bridge
Old Silverton-Mt. Angel Highway
Marion County

Different than the request - 2-11' travel lanes and 8' shoulders

TYPICAL SECTION:	Two 12' travel lanes and two 4' shoulders.
BRIDGE:	Replacing a steel truss with timber approaches, overall length 140 feet.
SURFACING:	To be determined during survey.
MATERIAL:	Available from local sources.
ADDITIONAL FACILITIES:	P.G.E. and Cent. Telephone of the Northwest Telephone lines are located in project area.
AGREEMENTS:	With County.
PARKS:	Not applicable.
RIGHT OF WAY:	Two parcel required.

~~Form 81-731~~ 9399 – ACBO 101 3

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Abiqua Creek Bridge

Date February 7, 1979

Highway Old Silverton - Mt. Angel (Co. Rd. FAS590)

Authorization No. 1

County Marion

Survey Prefix 524-1953 (Assigned by Salem office)

Description of termini, route, length, etc.:

North terminus M.P. 1.7±; South terminus M.P. 1.5±.
Overall length 1,000 feet ±.

RECEIVED
MAY 24 1979
ACCTG. CONTROL

Purpose of survey:

Prepare plans, specifications and cost estimate to construct a new bridge and re-align approaches to improve horizontal and vertical alignment.

	Field Survey	901	7,250
	Final Design	905	1,000
	Bridge Design	906	5,000
	R/W Descriptions	909	300
	Soils & Geol.	910	1,000
	Liason	913	100
	Utility	914	300
Estimate of cost:	Location & Hyd.	918	750
	Specifications	921	1,000
	Adm. Serv.(Engr.)	922	50
	Foundation Explor.	926	5,000

RS-A590(1)
5-22-79

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 21,750

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Richard E. Nelson
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E.
Location Engineer

Approved:

Assistant State Highway Engineer

SP*19790-734

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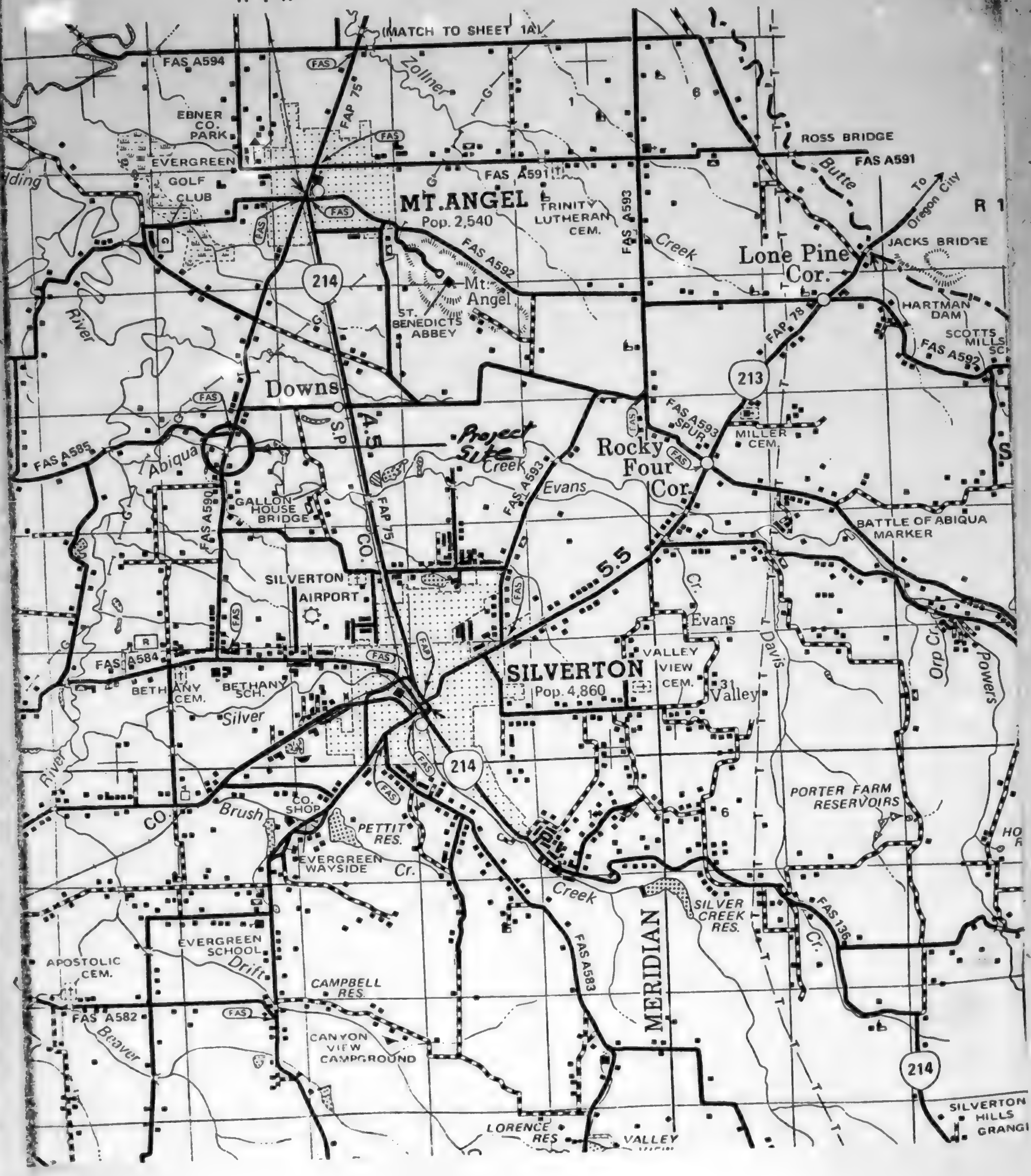
R 1 W
(MATCH TO SHEET 1A)
FAS A594
FAS
Zollner
FAP 75
EBNER CO. PARK
EVERGREEN
GOLF CLUB
FAS A591
MT. ANGEL
Pop. 2,540
TRINITY LUTHERAN CEM.
FAS A593
ROSS BRIDGE
Butte
FAS A591
To Oregon City
R 1
Creek
Lone Pine Cor.
JACKS BRIDGE
FAS A592
214
Mt. Angel
ST. BENEDICTS ABBEY
River
HARTMAN DAM
SCOTTS MILLS
FAP 78
FAS A592
213
Downs
S.P.
A.5
Project Site
FAS A593 SPUR
MILLER CEM.
FAS A585
Abiqua
Creek
Rocky Four Cor.
Evans
FAS A590
GALLON HOUSE BRIDGE
FAP 75
CO.
BATTLE OF ABIQUA MARKER
5.5
SILVERTON AIRPORT
Cr.
Evans
FAS A584
BETHANY CEM.
BETHANY SCH.
SILVERTON
Pop. 4,860
VALLEY VIEW CEM.
Valley
Davis
Orp Cr.
Powers
Silver
River
214
CO.
Brush
CO. SHOP
PETTIT RES.
PORTER FARM RESERVOIRS
EVERGREEN WAYSIDE
Cr.
Creek
SILVER CREEK RES.
FAS 136
Cr.
EVERGREEN SCHOOL
APOSTOLIC CEM.
Drift
CAMPBELL RES.
FAS A583
MERIDIAN
FAS A582
Beaver
CANYON VIEW CAMPGROUND
214
SILVERTON HILLS GRANGE
LORENCE RES
VALLEY

9399

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

January 19, 1979

REGION 2 ENGINEER
RECEIVED
JAN 25 1979
☐ RLE ☐ RNE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ NOE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Abiqua Creek Bridge - FAS Route 939.

Dear Mr. Stearns:

Attached for continuing action are completed Federal Aid Project Request and OSHD Project Assessment for replacement of the existing bridge over Abiqua Creek on Federal Aid Route No. 939. This route is also designated as Marion County Market Route 18 and is commonly known as the Old Silverton-Mt. Angel Highway.

It is understood that sufficient FAS-C funds are available to Marion County or will become available during the period of preliminary engineering, to permit construction to proceed as soon as requested State effort can be scheduled. If this is not the case, please furnish instructions for borrowing from next year's allocation of these funds.

Please furnish a copy of the project schedule when it becomes available. Any questions or requests for supplemental information should be directed to John Green or George Grove at 588-5036.

Very truly yours,

John A. Anderson
Director of Public Works

G.T. Grove
George T. Grove
Supervising Engineer

JJG:lk

Attachments

cc: Fred Klaboe
Don Harwell

9399

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RECEIVED
JAN 19 1979
MARION COUNTY ENGINEER

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 17, 1979

Section Abiqua Creek Bridge

Unit (if appl)

County Marion

City

Highway Old-Silverton-Mt. Angel Highway

State Hwy. No. Federal Aid Route No. 939

Termini: M.P.(if appl) -

Length 1,000 feet.

Region II

Construction Estimate $266,000 Program Amount

B. Purpose of Project: Replace existing narrow bridge and correct unsafe vertical and horizontal alignment of approaches.

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Existing Level of Service C

Proposed Facility: Projected ADT 1,500 ; Yr. 2000

Projected Level of Service B

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 0.7 ; Type of Relocation Req. None ; No. -

Materials Source, Borrow, Waste Disposal Requirements, if any:
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No significant impact.

Consequences:

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No significant impact.

Consequences:

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Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

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a. Clean Air Implementation Plans

Not applicable

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Not applicable

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d. Area Land Use and Transportation Plans, and Zoning

No conflict.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
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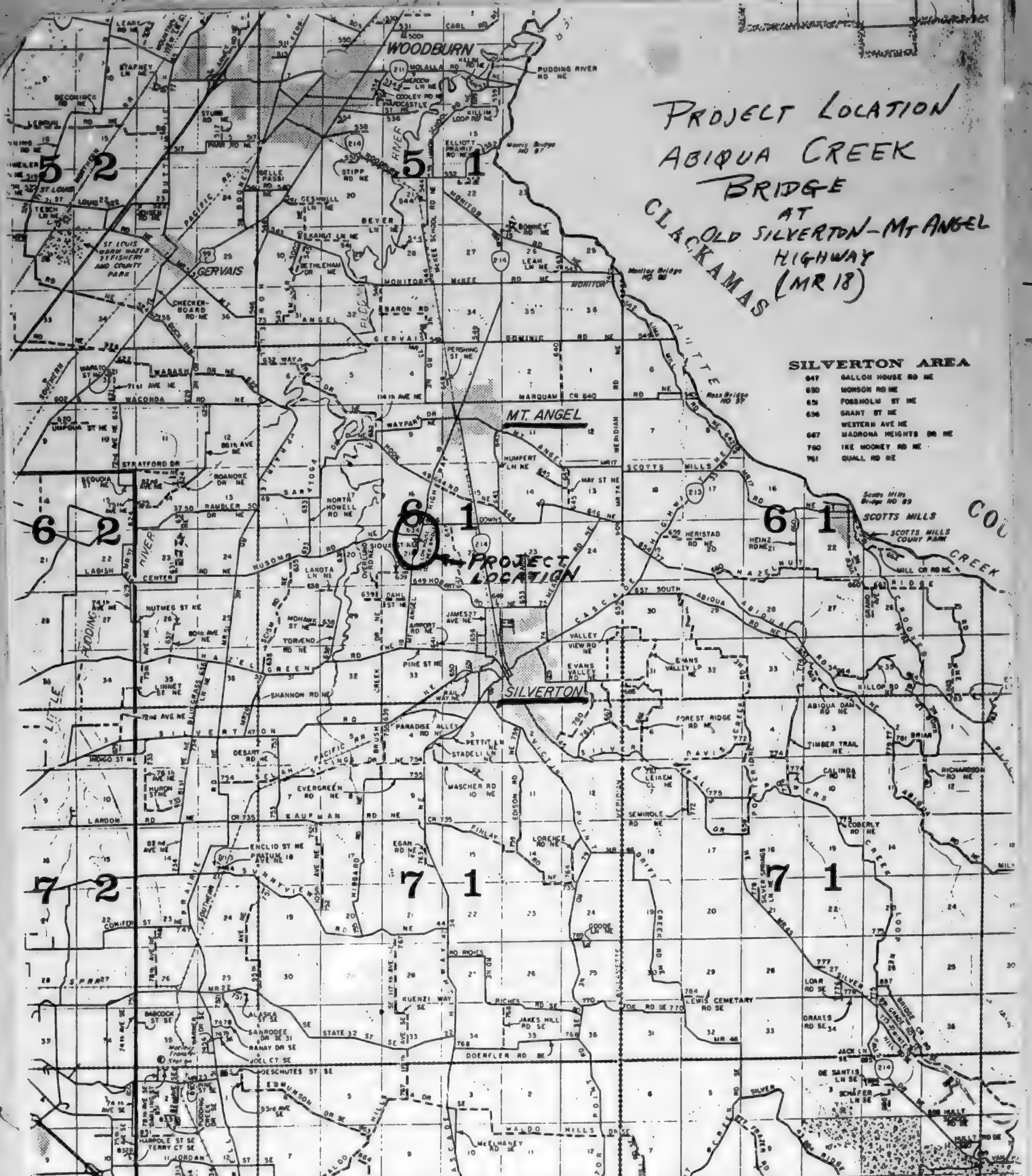

PROJECT LOCATION
ABIQUA CREEK
BRIDGE
AT
OLD SILVERTON-MT ANGEL
HIGHWAY
(MR 18)

WOODBURN
GERVAIS
MT. ANGEL
SILVERTON
SCOTTS MILLS
SCOTTS MILLS COUNTY PARK
Scotts Mills Bridge NO 89
Monitor Bridge NO 80
Ross Bridge NO 87
CLACKAMAS
COU
CREEK
PROJECT LOCATION
SILVERTON AREA
647 GALLON HOUSE RD NE
650 MONSON RD NE
651 FOSSHOLM ST NE
656 GRANT ST NE
WESTERN AVE NE
667 MADRONA HEIGHTS DR NE
760 IKE MOONEY RD NE
761 QUALL RD NE
5 2
5 1
6 2
6 1
6 1
7 2
7 1
7 1
8 2
8 1
8 1

9399

FEDERAL AID PROJECT REQUEST

Date January 17, 1979

Applicant Agency Marion County
Request for: Off-System ____, FAS-C X , FAUS ____ Project
Federal Aid Route No. FAS A590 Route Name Old Silverton-Mt. Angel Highway
Project Name Abiqua Creek Bridge
Project Length 1,000 feet Project Location (Attach sketch map)
Project Description Replace Existing Bridge and realign approaches.

Average Daily Traffic 1,000 Design Speed 55 MPH

RECEIVED
JAN 19 1979
MARION COUNTY ENGINEER

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes 2 @ 10' Shoulders 3 to 8 feet
Medians No Parking No
Sidewalks No
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 46' Travel Lanes 2 @ 11' Shoulders 8 foot
Medians No Parking No
Curbed No Length Curb Radii -
Sidewalk/Bikeway 4-foot each side.
Remarks Taper to match existing roadway at project limits.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks Obtain right-of-way as needed to construct and maintain roadway, bridge, and parallel drainage.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? To be done by applicant after project completion.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Abiqua Creek and Federal Aid Route 939
Type Steel Truss with timber approaches.
Approach Roadway Width 22' Shoulder Width 3 to 8 feet
Length 80' with 20' S and 40'N approaches. Width
To remain in place? NO

2. Proposed Structure:

Location Abiqua Creek and Federal Aid Route 939
Approximate Size: Length 60' Width 48'

Are sidewalk/bikeways desired: Yes, 4' each side.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Estimate based on use of two parallel 25'2" x 8'5" 8 gauge Armco Super Spans. Design to explore economical alternates.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad______
   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Marion County Public Works Department Office
2. Environmental	Marion County Public Works Department Office
3. Public Hearing	Marion County Public Works Department Office

Remarks______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant______ State X______ Consultant______

3. Will applicant perform any work prior to or after award of contract?
Yes X______ No______
If "yes," describe briefly: Roadway striping

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 133,000
Right-of-way costs (if participating)	3,000
Traffic control	-0-
Illumination	-0-
Structures	95,000
Railroad	-0-
Other	-0-
Preliminary engineering (15%)	35,000
PROJECT TOTAL	$ 266,000

Remarks______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF N/A and/or Marion COUNTY

By______ By Harry Carson Jr

By______ By Randall Franke

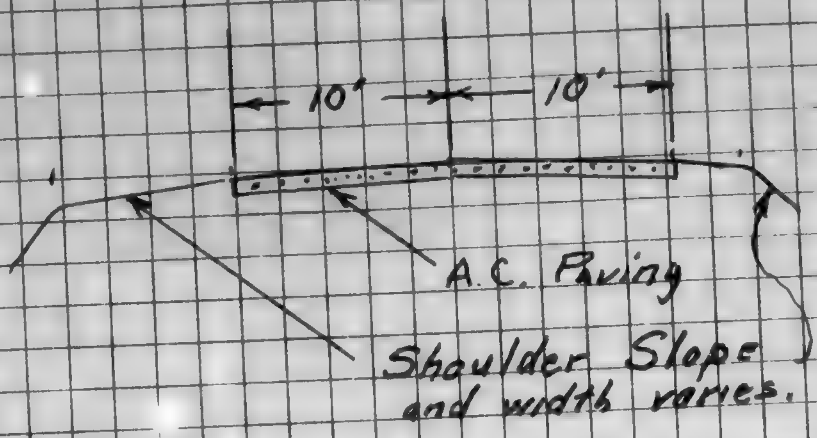
By Pat McCarthy

DEPARTMENT OF PU[illegible]C WORKS
MARION COUNTY, SA[illegible] OREGON

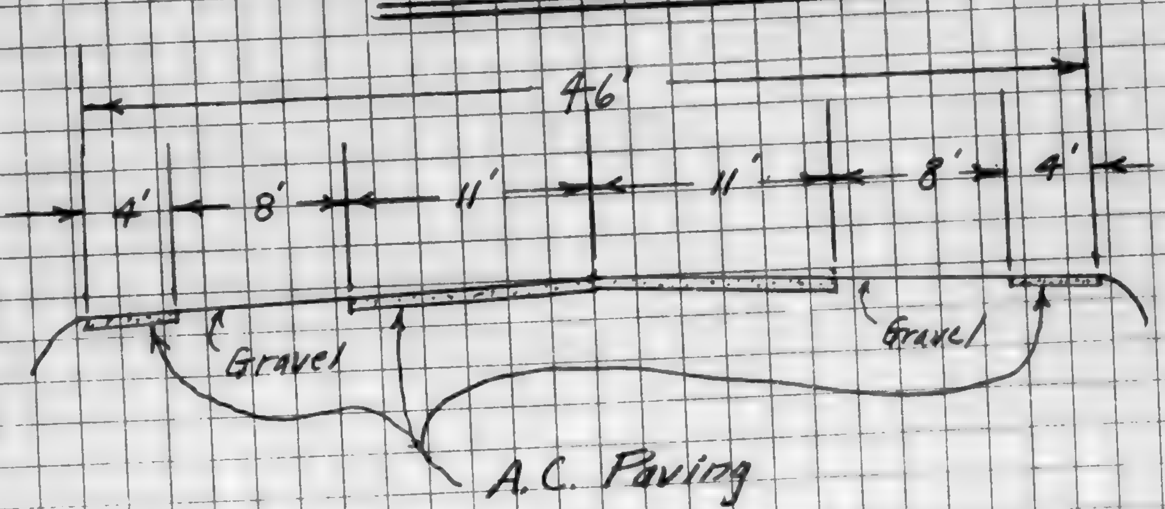
ABIQUA CREEK BRIDGE
M.R. 18.

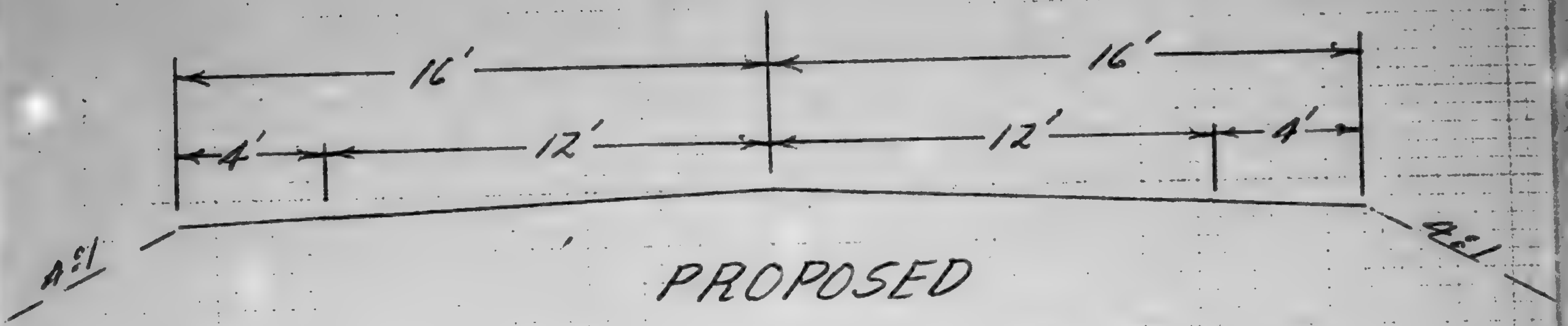
DATE 1/11/79 PREPARED BY G CHECKED BY RECORD NO. SHEET 1 OF 1

EXISTING SECTION.

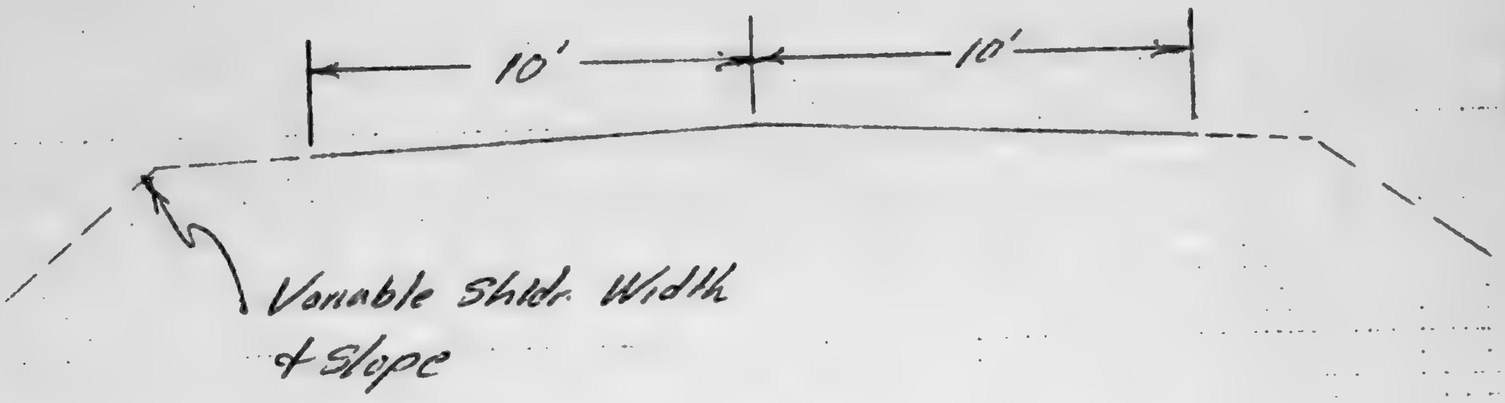

10'
10'
A.C. Paving
Shoulder Slope and width varies.

PROPOSED SECTION

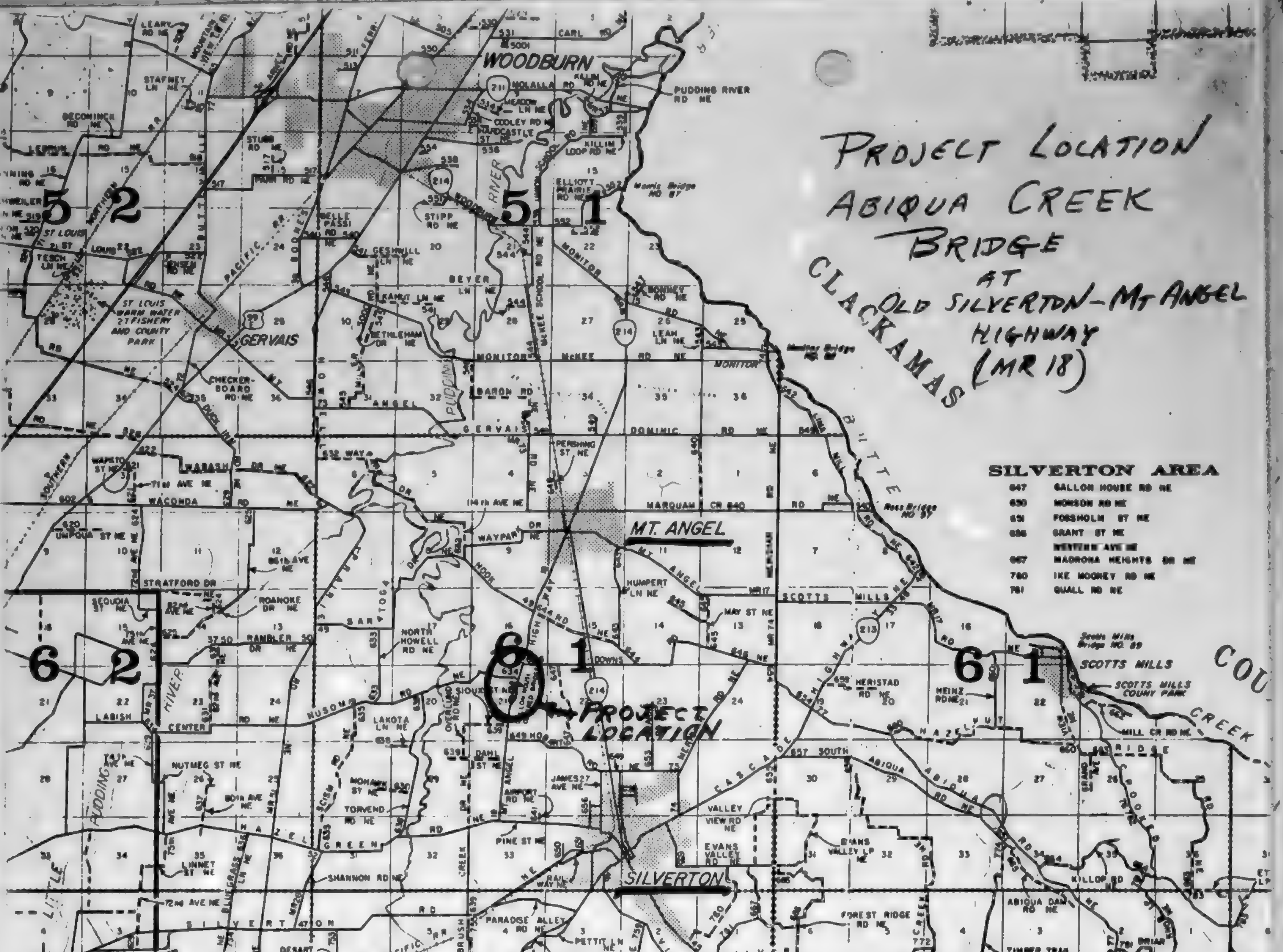

46'
4'
8'
11'
11'
8'
4'
Gravel
Gravel
A.C. Paving


16'
16'
4'
12'
12'
4'
4:1
4:1

PROPOSED
Typical Section


10'
10'
Variable Shldr. Width
& Slope

Existing Section


WOODBURN
GERVAIS
MT. ANGEL
SILVERTON
SCOTTS MILLS
CLACKAMAS
COU
CREEK
Scotts Mills Bridge NO. 89
SCOTTS MILLS COUNTY PARK
ST LOUIS WARM WATER FISHERY AND COUNTY PARK
Morris Bridge NO 87
Monitor Bridge NO 88
Ross Bridge NO 37
ABIQUA DAM
5 2
5 1
6 2
6 1
7 2
7 1
8 2
8 1
SILVERTON AREA
647 GALLON HOUSE RD NE
650 MONSON RD NE
651 FOSSHOLM ST NE
656 GRANT ST NE
WESTERN AVE NE
667 MADRONA HEIGHTS DR NE
780 IKE MOONEY RD NE
781 QUALL RD NE

PROJECT LOCATION
ABIQUA CREEK
BRIDGE
AT
OLD SILVERTON-MT ANGEL
HIGHWAY
(MR 18)

PROJECT
LOCATION

9399

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

Reading
File Copy

January 17, 1979

The Honorable Board of
County Commissioners
Marion County Courthouse
Salem, Oregon 97301

RE: Abiqua Creek Bridge on Market Route 18.

Gentlemen:

Market Route 18, the old Silverton-Mt. Angel Highway, has an area south of the Nusom Road intersection in which northbound vehicles enter an S-curve at the same time there is a sharp drop in grade, then cross the narrow Abiqua Creek bridge while still traversing the S-curve. Average traffic load is approximately 1,000 vehicles per day. Because of the road geometry and disregard of "Caution" signs, there have been a number of one-car accidents in the vicinity of the sharp drop in grade and a number of vehicles striking the guard rail of the bridge. The probability of a serious "head-on" collision in this area is relatively high. A number of residents and motorists have recommended improvement of the road in this area.

A preliminary review of this area leads to the conclusion that the hazard can be greatly reduced by minor realignment of the roadway and replacement of the existing narrow bridge. Preliminary estimates of the cost of reconstructing this area to meet Federal Standards is $266,000. Through FY 79, FAS-C funds of approximately $215,000 should be available for this project. FY 80 FAS-C funds to cover remaining costs should be available before construction could be started. County matching funds for the project would be about $19,000 (7% of the $266,000).

Considering public safety, this project is at the Public Works Department's highest priority among projects appropriate for FAS-C funding. A Federal Aid Project Request and a Project Assessment are attached for review.

It is recommended that the Board of Commissioners approve this project by appropriate signatures on the last sheet of the Federal Aid Project Request. Request and Assessment should then be returned to Public Works for continuing action.

Very truly yours,

John A Anderson

John A. Anderson
Director of Public Works

JJG:lk
Attachments

1981 Fariss Rd.-Powell Blvd. 9400
Sec. in Gresham. (Grading,
Paving, Signing and Signals)

C+A 6184 11-9-77 - 12/8/80
6623 11-6-78, 9-12-79

.9400

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-256 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-23-84	Form Approved; O M B No. 04-R2083 State Oregon County Multnomah Project Number IX-9867(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on **February 9**, 19**82**, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,370,055.00	$ 1,358,486.00
Federal funds	$ 1,164,544.00	$ 1,154,772.00
Other revisions		

This modification is made for the following reasons:

to lower estimate of costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 21, 1984

Federal-Aid Project No. IX-9867(5)

Fariss Rd.-Powell Blvd. (Gresham, Unit 1) Section
N.W. Fairview Drive (Gresham)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 107+50 to Sta. 139+95)

Subtotal of estimate of 12-9-81		$ 897,606.89
	Engineering	100,703.11
	Total	$ 998,310.00

Type Code 0010
Grading Only (Sta. 145+00 to Sta. 158+00)

Total same as estimate of 12-9-81	$ 18,529.00

Type Code Y031
Traffic Signals

Total same as estimate of 12-9-81	$ 162,365.00

Type Code Y018
Railroad Signal & Gates

Total same as estimate of 12-9-81	$ 84,780.00

Work Retained in Program

Same as on estimate of 12-9-81	$ 30,800.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	CITY FUNDS
Roadway (Grade & Pave)	$ 998,310.00	$ 848,563.00	$ 149,747.00
Grading Only	18,529.00	15,749.00	2,780.00
Traffic Signals	162,365.00	138,010.00	24,355.00
Railroad Signal & Gates	84,780.00	72,063.00	12,717.00
Subtotal	$ 1,263,984.00	$1,074,385.00	$ 189,599.00
Reserve	94,574.00	80,387.00	14,187.00
Total	$ 1,358,558.00	$1,154,772.00	$ 203,786.00

Group 1 100%
Contract No. 9400
Prefix: 326-1901
Prefix: 326-1046

RHZ:bkb

94100

2.

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-236	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2/9/82	State Oregon County Multnomah Project No. IX-9867(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Farris Rd.-Powell Blvd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-18-81	0.86
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,370,055.00	$ 1,164,544.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Hwy. Engineer
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator FEB 9 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 9, 1981

Federal Aid Project
No. IX-9867(5)

Fariss Rd.-Powell Blvd. (Gresham, Unit 1) Section
N.W. Fairview Drive (Gresham)
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 107+50 to Sta. 139+95)

Mobilization	(70 %)		All Required	$ 14,140.00
Temporary Protection and Direction of Traffic			All Required	4,000.00
Temporary Signs	375	Sq. Ft.	7.00	2,625.00
Temporary Barricades	24	Each	60.00	1,440.00
Temporary Plastic Safety Markers	10	Each	45.00	450.00
Flagmen	1,000	Hour	22.00	22,000.00
Clearing and Grubbing	(70 %)		All Required	5,600.00
Removal of Structures and Obstructions	(70 %)		All Required	12,110.00
Embankment Foundation Excavation	130	Cu. Yd.	4.65	604.50
General Excavation	13,810	Cu. Yd.	3.97	54,825.70
Extra for Selected Topsoil Material	180	Cu. Yd.	8.75	1,575.00
Trench Excavation	5,860	Cu. Yd.	10.00	58,600.00
Finishing Roadbed and Slopes	(70 %)		All Required	4,900.00
Watering	406	M-Gal.	10.00	4,060.00
Structure Excavation	750	Cu. Yd.	4.90	3,675.00
1"-0 Aggregate Base	20,150	Ton	6.20	124,930.00
Class "B" Asphalt Concrete Mixture	5,500	Ton	15.65	86,075.00
Asphalt Cement in Mixture	330	Ton	170.00	56,100.00
Concrete in Walls	210	Cu. Yd.	245.00	51,450.00
Reinforcement in Walls	14,600	lbs.	0.40	5,840.00
8-inch Culvert Pipe	110	Lin. Ft.	9.00	990.00
8-inch Sewer Pipe	460	Lin. Ft.	9.00	4,140.00
12-inch Sewer Pipe	1,660	Lin. Ft.	16.50	27,390.00
15-inch Sewer Pipe	275	Lin. Ft.	18.65	5,128.75
18-inch Sewer Pipe	260	Lin. Ft.	22.00	5,720.00

24-inch Sewer Pipe	200 Lin. Ft.	36.25	7,250.00
30-inch Sewer Pipe	8 Lin. Ft.	48.00	384.00
48-inch Sewer Pipe	1,595 Lin. Ft.	67.50	107,662.50
54-inch Sewer Pipe	4 Lin. Ft.	100.00	400.00
Extra for Pipe Under Pavement	370 Lin. Ft.	28.00	10,360.00
Installing 48-inch Pipe Under Railroad		All Required	28,470.00
Concrete Manholes	7 Each	1,500.00	10,500.00
Special Manholes	5 Each	2,500.00	12,500.00
Concrete Inlets, Type G-1	22 Each	400.00	8,800.00
Concrete Inlets, Type G-2	10 Each	500.00	5,000.00
6-inch Drain Pipe	370 Lin. Ft.	8.00	2,960.00
8-inch Drain Pipe	370 Lin. Ft.	10.00	3,700.00
Filter Fabric	320 Sq. Yd.	2.00	640.00
Gravel in Drains	70 Cu. Yd.	15.00	1,050.00
Guardrail, Type 1A	75 Lin. Ft.	13.40	1,005.00
Rail End, Pieces Type B	4 Each	52.00	208.00
CL-5 Chain Link Fence	365 Lin. Ft.	10.00	3,650.00
Concrete Walks	3,320 Sq. Yd.	10.85	36,022.00
Concrete Driveways	520 Sq. Yd.	17.40	9,048.00
Concrete Curbs	8,400 Lin. Ft.	3.70	31,080.00
Concrete Islands	1,150 Lin. Ft.	4.92	5,658.00
Extra for Asphalt Approaches	5 Each	100.00	500.00
Extra for Asphalt Slope Paving	1,700 Sq. Yd.	2.00	3,400.00
Drainage Curbs	200 Lin. Ft.	3.10	620.00
Adjusting Manholes	1 Each	100.00	100.00
Capping Sumps	1 Each	200.00	200.00
Roadside Seeding and Mulching	1 Acre	1,600.00	1,600.00
Removal of Existing Sign Installations		All Required	210.00
Wood Sign Posts		All Required	1,240.00
Sign Support Footings		All Required	3,300.00
Pipe Sign Posts		All Required	4,430.00
Type "C" & "D" Signs in Place	105 Sq. Ft.	10.30	1,081.50
Type "EE" Signs in Place	6 Sq. Ft.	14.50	87.00
Type "I" Signs in Place	48 Sq. Ft.	10.30	494.40
Type "T" Signs in Place	32 Sq. Ft.	21.60	691.20
Type "U" Signs in Place	154 Sq. Ft.	16.50	2,541.00
Move and Reinstall Existing Signs		All Required	515.00
			$ 865,726.55

Anticipated Items

Temporary Illumination (By PG&E)	All Required	$ 1,500.00
Railroad Protective Costs	All Required	9,500.00
Permanent Pavement Striping	All Required	3,300.00
Temporary Pavement Striping	All Required	700.00
Temporary Erosion Control	All Required	1,000.00
Asphalt Cement Adjustment	All Required	10,000.00
On-the-job Trainees (1-1,000 @ $0.80)	All Required	800.00
Work by Portland General Electric Co.	All Required	5,080.34
		$ 31,880.34
	SUBTOTAL	$ 897,606.89
	Engineering	112,200.11
	TOTAL	$1,009,807.00

Type Code 0010
Grading Only (Sta. 145+00 to Sta. 158+00)

Mobilization	(30 %)	All Required	$ 6,060.00
Clearing and Grubbing	(30 %)	All Required	2,400.00
Removal of Structures and Obstructions	(30 %)	All Required	5,190.00
Overhaul	780 C-Yd.Sta.	0.36	280.80
Finishing Roadbed & Slopes	(30 %)	All Required	2,100.00
Watering	44 M-Gal.	10.00	440.00
		SUBTOTAL	$ 16,470.80
		Engineering	2,058.20
		TOTAL	$ 18,529.00

Type Code Y031
Traffic Signals

Traffic Signal Installtion, Complete	All Required	$ 126,600.00
Fire Pre-emption System, Complete	All Required	12,000.00
		$ 138,600.00

Anticipated Items

State Furnished Software	All Required	$ 1,000.00
Signal Controller Testing	All Required	3,675.00
Fire Pre-empt Testing	All Required	1,050.00
		$ 5,725.00
	Subtotal	$ 144,325.00
	Engineering	18,040.00
	TOTAL	$ 162,365.00

Type Code Y018
Railroad Signal & Gates

Work by Railroad Forces	All Required	$ 75,360.00
	SUBTOTAL	$ 75,360.00
	Engineering	9,420.00
	TOTAL	$ 84,780.00

Work Retained in Program
(not included in amounts below)

Relocate Electric Transformer Vault	All Required	$ 5,000.00
Illumination (by PGE)	All Required	10,000.00
Sod Lawn	All Required	800.00
Fire Signal Installation	All Required	15,000.00
		$ 30,800.00

SUMMARY OF FUNDS (85.0%)

Description	Total Cost	Federal Funds	City Funds
Roadway (Grade & Pave)	$1,009,807.00	$ 858,335.00	$151,472.00
Grading Only	18,529.00	15,749.00	2,780.00
Traffic Signals	162,365.00	138,010.00	24,355.00
Railroad Signal & Gates	84,780.00	72,063.00	12,717.00
	$1,275,481.00	$1,084,157.00	$191,324.00
Reserve	94,574.00	80,387.00	14,187.00
TOTAL	$1,370,055.00	$1,164,544.00	$205,511.00

Group 1 96%; Group 8 4%
Contract No. 9400
Prefix: 326-1901
Prefix: 326-1046

9400

June 26, 1984

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9400

Gentlemen or Ladies:

A post-final payment for $1,742.76 will be made to Oregon Asphaltic Paving Co. on Contract No. 9400 for work on the Farise Road-Powell Blvd. (Gresham) Section of FAU 9867 in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,104,044.41 including the post-final payment. Of the total $4,341.93 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9 + or

rll

cc: OSHD ([illegible]ulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDE[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 1/23/84	REPORT MADE BY 1-23-84 Thomas P. Lowe, Area Engineer		PROJECT NO. IX-9867(5)
COMPLETION DATE 12/7/82	ACCEPTANCE DATE BY CONTRACT AGENCY 11/29/83	TIME ELAPSED 106 %	CONTRACT TIME 350 days
APPROVED EXTENSIONS 23 days	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FARRIS ROAD - POWELL BLVD.
FAU 9867
Grading, Paving, Signs & Signals

The State allowed the contractor a time extension of 23 days due to extra work which eliminates any liquidated damages.

The final contract cost of $1,312,677 nearly equaled the original authorization.

The two minor items mentioned in the third paragraph of my final inspection report have been corrected.

RECEIVED
STATE HWY ENGR
JAN 27 '84
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

cy 1/30

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 1/26/84	TITLE Field Operations Engineer	DATE 1/26/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9400

December 8, 1983

Concrete Cutting Company, Inc.
PO Box 1848
Vancouver, WA 98668

CON 5
#9400

Attention: Barry Woods
President

Gentlemen:

Thank you for your letter of December 5, 1983, informing us that you have been paid in full and release the claim made on the bond of Oregon Asphaltic Paving Company.

You state this is in reference to their Contract No. 9400 for work on the Fariss Road-Powell Boulevard (Gresham) Section of FAU 9867 in Multnomah County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

FKN:kjm

NOTED ON CARD

CONCRETE CORING COMPANY
Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98663
Phone: 206/696-2521 — 503/285-9201

Anchorage Portland
Boise Seattle
Eugene Spokane
Vancouver

December 5, 1983

Clerk or Auditor
Department of Transportation
121 Transportation Building
Salemm, Oregon 97310

RE: Conctract No: 9400 - Farris Road-Powell Blvd.
(Gresham) Section of FAU 9867 in Multnomah County

TO THE STATE OF OREGON:

This is to notify you that Concrete Coring Company has been paid in full on the above captioned claim and,therefore, releases the claim made on the bond of Oregon Asphaltic Paving Company.

We regret any inconvenience this claim has caused all parties concerned and thank you for your help in this matter.

Sincerely,

Barry Woods
President

CONCRETE CORING COMPANY

RECEIVED
DEC 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BLW:bjw

cc: Oregon Asphaltic Paving Company
1220 SE 190th Avenue
Portland, OR 97233

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

9400

5

December 7, 1983

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON5
#9400

Gentlemen or Ladies:

On December 1, 1983, we wrote to you concerning release of final payment on Contract No. 9400 awarded to Oregon Asphaltic Paving Co. for work on the Faries Road-Powell Boulevard (Gresham) Section of FAU 9867 in Multnomah County.

Final payment on this contract is $1,000. The total contract amount is $1,102,301.65 including $4,541.95 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
E. L. Hardt

NOTED ON CARD

9400 11-30-83

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

11-30-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Tidewater Contractors, Inc. No. 9369	Burnt Hill-Thomas Cr. Curry County	Nov. 2, 1983
Linnco Electric Co. No. 9595	Corvallis/Newport Hwy. @ 13th St. (Philomath) Benton County	Nov. 4, 1983
Steve Pyles, Gen. Contr. No. 9579	Lakewood Bay (N. Shore Road) Bridge Clackamas County	Nov. 10, 1983
COMCO Const.,Ore. Ltd. dba Salem Road & Driveway Co. No. 9511	Emigrant Hill-Meacham Umatilla County	Nov. 28, 1983
Don Haisch Const., Inc. No. 9631	Elgin Section Union County	Nov. 29, 1983
Wildish Corvallis Const. Co. No. 9536	2nd St.-3rd St. Intchge. (Springfield) Lane County	Nov. 29, 1983
Oregon Asphaltic Paving Co. No. 9400	Fariss Rd.-Powell Blvd. (Gresham, Unit 1) Multnomah County	Nov. 29, 1983

November 30, 1983

for W. E. Schwartz, P.E.
Asst. State Highway Engineer

RDC:mk

CPC/FL6

NOTED
H.D. COULTER

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9400 5-25-83 8

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/20/83

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION
Fariss Road - Powell Blvd. (Gresham Unit #2)

11. GENERAL DESCRIPTION OF WORK
Furnish and install permanent signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] X FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/20/83 as requested in Mr. Keasey's letter of 5/6/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $800 Federal Funds $688.

RECEIVED
STATE HWY. ENGR
MAY 26 '83
REFER TO
FOR
Info Inves R/D D/R Sign File

14. DATE 5/25/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

9400 CL 83-71

FILED
MAY 4 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

~~FILED
MAY 5 1983
NORMA PAULUS
SECRETARY OF STATE~~

May 3, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9400

5-13-83

Concrete Coring Company
P.O. Box 1848
Vancouver, WA 98663

Attention: Barry Woods
President

Gentlemen:

This will acknowledge your letter dated April 1, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Concrete Coring Company
AMOUNT:	$12,041.12
FOR:	Sawcutting, blowout and sealing of loops and runs
AGAINST (Prime contractor)	Oregon Asphaltic Paving Co.
CONTRACT NO:	9400
PROJECT:	Work on Fariss Road-Powell Boulevard (Gresham) Section of FAU 9867 in Multnomah County
SURETY:	Safeco Insurance Co. of America
AGENT;	Downy Insurance Agency

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY -9 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CONCRETE CORING COMPANY

Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98663
Phone: 206/696-2521 — 503/285-9201

Anchorage Portland
Boise Seattle
Eugene Spokane
Vancouver

April 1, 1983

CERTIFIED MAIL

Mr. Robert Gormser
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Contract # 9400

TO: THE STATE OF OREGON

Notice is hereby given that the undersigned, Concrete Coring Company, has a claim for sawcutting, blowout and sealing of loops and runs in the amount of $12,041.12. We wish to make claim against contract number 9400, issued to Oregon Asphaltic Paving Company for work we did at Farris Rd-Powell Blvd, Gresham, Oregon.

B. Woods

Barry Woods
President

CONCRETE CORING COMPANY

BLW:bjw

cc: Hanson Electric Company
P. O. Box 1228
Coos Bay, OR 97420

Oregon Asphaltic Paving Company
1220 S. E. 190th Avenue
Portland, Oregon 97233

RECEIVED
APR 4 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9400

FORM [illegible]

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION ~~AND BRIDGE~~ SECTION

SECTION: Fariss Rd. - Powell Blvd. (Gresham, Unit 1)
WEEK ENDING: April 2, 1983
SECTION PREFIX: 326-1046
HIGHWAY: FAU 9867
COUNTY: Multnomah
NAME OF JOB:
KIND OF WORK: Grading, Paving, and Signals
CONTRACTOR: Oregon Asphaltic Paving Co.
CONTRACT NUMBER: 9400
FEDERAL AID PROJECT NUMBER: 1X-9867(5)
DATE OF CONTRACT: 11-17-81
DATE WORK STARTED: 2-8-82
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS 373
SPECIFIED COMPLETION DATE:
WORK DAYS USED:
CALENDAR DAYS USED 373
PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION $ 1,311,167.65
EXCLUSIVE OF ENGINEERING $ 1,217,929.06
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 1,191,116.54
ESTIMATED PERCENT UNDERRUN 2 %
ENGINEERING AUTHORIZATION $ 93,238.59
ENGINEERING COST TO DATE $ 127,700.00
PERCENT OF AUTHORIZATION 137 %
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
DATE PROJECT WAS COMPLETED 12-7-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING / DRAINAGE / GRADING	BASE	OIL AND/OR PAVE	MAT L PROD		
	Gen. Exc.	Agg. Base	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,810 CY	20,150 T			5,500 T
TOTAL QUANTITIES CORRECTED TO DATE	14,058 CY	20,715 T			5,718 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	14,058 CY	20,715 T			5,718 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Rain	0		
WEDNESDAY	Showers	0		
THURSDAY	Showers	0		
FRIDAY	*Rain*	0		
SATURDAY		0		

RECEIVED
APR 4 1983
CONSTRUCTION SECTION
CE K
CAE
FOE
OCS
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TC
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	For week of 3-27 to 4-2-83 -- No Activity --
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor awaiting favorable weather so minor clean-up can be completed.

Semi-Final is completed.

Has it been submitted?

SIGNED Wayne Schulte LOCATION Portland

Wayne Schulte, Acting Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9400

CON

January 4, 1983

Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, Oregon 97233

Time Extension Request
Fariss Rd.-Powell Blvd. (Gresham)
Contract No. 9400
FAP No. IX-9867(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 23 calendar days is granted due to the additional work on the project under Price Agreements.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood
Wayne Schulte w/att.
FHWA w/att.
R. D. Church w/att.

FORM 81-734 1030

OM MRE OF PPM CE
RECEIVED MAE
FILE:
DEC 29 1982 PGM
CSA Metro Region TAM
PA EM BUD LM

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
December 16, 1982

FROM: W.E. Hoffman
Proj. Mngr.

TO: Ed Hardt
Region Engineer

SUBJECT: Contractor's Request for Adjustment of Contract Time Fariss Rd.-Powell Blvd. Unit 1 Contract No. 9400

The attached request is analized as follows:

The Burnside Rd. signal was revised at the request of Multnomah County to allow for future widening to the North of said street. The Fire Signal was added to the project at the request of the City of Gresham. These requests were made after commencement of the Contract. It was then necessary to have the changes designed, prices negotiated and Price Agreements written, signed and approved.

Date of contract was Nov. 17, 1981. The Burnside PA was approved May 25, 1982 and the other on June 8, 1982.

The Contractor's request dated Nov. 17 asks for a 17 day extension to December 1, 1982. The job was finished Dec. 7, 1982 with turn on of the fire signal for a 23 day overrun.

The overrun was definetly the result of the added work. I recommend that a 23 day extension be granted.

WEH/wh

cc; file

W E Hoffman
W.E. Hoffman
Proj. Mngr.

CC: Bryant Jackmond - with original attachments.
The Burnside signal revision, for almost \$16,000.00, and the Fire Signal addition for \$31,000.00 plus, caused the 23 day overrun. I concur in Bills recommendation to grant the contractor the 23 day extension.

12-28-82

W.E. Schwartz - 12-30-82

I concur with Proj. Mgr. and Region to grant extension of 23 c.D. due to added work.

Jackmond

RECEIVED
DEC 29 1982
CONSTRUCTION SECTION
CE CAE POE OCE SCS EEO OM CA IC TC FE CP

9400

B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-13-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/8/82

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Lower 6" water main and relocate fire hydrant

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/8/82 as requested in Mr. Keasey's letter of 11/30/82 as being in the public interest for the use of City of Gresham Forces to proceed with the above work. State Force Order No. 10 representing work performed by the City of Gresham Forces is approved for a TEC of $2,850.76 Federal Funds $2,423.

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Orig to
10/80

14. DATE 12/13/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9400

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-16-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 71444

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-2-82
8. FEDERAL ROUTE NUMBER FAU 9867
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: Fariss Road - Powell Blvd. (Gresham Unit #1)

11. GENERAL DESCRIPTION OF WORK Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of your Project Agreement if additional funds are required, this will confirm the advance authorization date of 2-2-82 to proceed with the actual adjustments to Portland General Electric Company's relocation of electric metering vaults as requested by Mr. Swan's letter of 11-8-82. Reimbursement on an actual cost basis of $5,680.27, Federal funds $4,828.23 is approved.

I approve the agreement with Portland General Electric.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
NOV 19 '82
REFER TO [illegible]
FOR
Info | Instr | R/D | D/R | Sign | Ack | File

Orig to
11/19

14. DATE 11-16-82
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9400

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
NOV 10 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

November 8, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Electric Utility Vault & Metering Facility Relocation
Portland General Electric Company
Farris Road-Powell Blvd. (Gresham) Unit I Section
FAU 9867
Multnomah County
Project No. IX-9867(5)

Here is a copy of a final billing of cost to adjust Portland General Electric Company's (PGE) Pad Mounted Electric Metering Cubical (Vault) and related electrical equipment facilities dated September 14, 1982. An adequate estimate of cost was never received from PGE.

A certification prepared by Gary Kennen as to PGE's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, PGE was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the final billing submitted herewith and our letter confirming our verbal authorization for them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by Multnomah County as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February 2, 1982 under the provision of PPM 30-4 and 30-4.1 is requested. Total cost to the State is $5680.27.

JMC/DES/llr
Enclosure
cc: E. S. Hunter, J. M. Cartwright

9400

6-21-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/21/82

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/14/82 I approve the revised Preliminary Engineering Costs to a TEC of $279,050 Federal Funds $242,717.

(Increase TEC $39,150 Federal Funds $33,277 Appn Code 580)

Note: It should be noted that Increase of 10/19/81 for a TEC $38,400 Federal Funds $32,640 is obligated under Appn 823.

RECEIVED
STATE HWY ENGR
JUN 24 '82
REFER TO Mock
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
6-24

14. DATE 6/21/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9400

2.

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET
4012 S.E. 17TH AVENUE
PORTLAND, OREGON 97202

BANFIELD LIGHT RAIL PROJECT
421 S.W. 5TH, SUITE 600
PORTLAND, OREGON 97204

05-0104
11.15

June 3, 1982

Bob Sandmann
Oregon Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Subject: Bus Turnouts: Farris Road - Powell Boulevard Section

Dear Bob:

Mr. G. K. Hossner's letter of May 26, 1982, to Mr. H. S. Coulter, addressed the additional cost associated with concrete slabs for the bus turnouts. Mr. Hossner's letter indicates that there is not sufficient justification for the concrete slabs and the additional cost of the slabs should not be billed to Federal funds.

At the time the bus turnout designs were being developed, Tri-Met had intended to use the turnout areas as short layover zones for timed-transfer operation with the Light Rail. In that situation the concrete slabs were preferred because of possible asphalt pavement damage that may occur from leaking engine and/or transmission fluids from the buses. Based upon recent discussions with Gresham City staff and Tri-Met's Service Planning Department, these turnouts will only be used as conventional bus stops and not layover zones. Given this change in operation the concrete slabs are no longer necessary, and a standard asphalt pavement design will be acceptable.

Please request that any necessary design changes be made to replace the slabs with an asphalt pavement section.

Sincerely,

D L MacDonald

Don L. MacDonald, Director
Banfield Light Rail Project

DLM:sl

cc: H. S. Coulter - ODOT
G. K. Hossner - FHWA

RECEIVED
STATE HWY ENGR

JUN 9 '82

REFER TO

FOR

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ESH

Banfield
Light Rail
Project

9400

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-8967(5
Farris Road-Powell Blvd. Section
FAU-9867, Contract 9400
Price Agreement No. 3

Date: May 26, 1982

Reply to Attn. of: HFO.6-OR
X-Ref: UMTA OR-23-9023
Banfield Transitway

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on the added information provided with Mr. Keasey's May 18, 1982, memorandum, this price agreement is approved; however, we do not agree that there is sufficient justification for the concrete slabs for bus turnouts.

The asphalt pavement design is structurally adequate for truck loadings. The joint between PCC and AC is generally difficult to maintain. In this instance the joint is located in the drainageway subjecting structural base area to water intrusion. The cost of concrete is estimated to be $8,000 higher than asphalt. Federal funding eligibility will be based on the cost of extending the AC pavement structure into the turnouts.

✓ Please advise Tri-Met that the additional cost associated with concrete slabs should not be billed to Federal funds.

G. K. Hossner
for Dale E. Wilken

cc:
ODOT/Metro (R A Sandmann)
Tri-Met/Portland (D MacDonald)

cc w/cy P.A., Cor & Support Data:
UMTA/Seattle (R Ramon)

RECEIVED
STATE HWY ENGR
MAY 28 '82
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cy Ed Wright only
5-28-82

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.: CON 5

DATE: May 18, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Herm Mitzel
C. T. Keasey, P.E., P.L.S.
Construction Engineer

Federal-aid Project
No. IX-9867(5)

SUBJECT: Request Change Order Approval

Contract	9400 Price Agreement No. 3
Project	Fariss Road-Powell Blvd.
Highway	FAU 9867
County	Multnomah

This letter is in response to your memorandum dated April 26, 1982 in reply to your HFO.6-OR; X-Ref: UMTA OR-23-0023 Banfield Transitway Project.

Rather than reiterate what was covered under our previous transmittal and your questions on the memorandum, I am enclosing a letter from our Special Projects Coordinator on the LRT system. Hopefully, this additional information will help in your decision to act upon the Price Agreement approval.

CTK:HAM:mk

Attach.

cc: W. E. Schwartz

RECEIVED
STATE HWY ENGR
MAY 19 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

734-1839

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 6, 1982

File No: 26-1959(340)

TO MARION CRAFT
Metro Region Construction Engineer

FROM: ROBERT A. SANDMANN
Special Projects Coordinator

SUBJECT Oregon Project IX-9867(5)
Fariss Road-Powell Boulevard, FAU 9867
Price Agreement No. 3, Contract 9400

OM MRE OE PPM CE
TOS RECEIVED ME
LS MAY - 6 1982 PDM
CSA Metro Region TAM
SO PA EM LM

Right-of-way for the bus turnout on the west side of 221st/223rd is in the process of being acquired as part of the future park and ride facility for the Gresham City Hall light rail station. No work on that turnout will be done until the property is acquired. The turnout on the east side is within existing public right-of-way.

The rigid steel ducts provide the necessary reinforcement for the duct bank. The location of the duct bank is as specified by Tri-Met and will not conflict with future work for the light rail.

The nine-inch concrete slab is required to sustain the heavy bus loadings. Future maintenance requirements are expected to be less with the concrete slab than if the turnout were constructed with asphaltic concrete.

The work is charged to the Banfield LRT project. An Order to Render Service was prepared and submitted with the price agreement. This allows for all of PA 3 work to be billed to Tri-Met for payment with funds from the LR project.

Don MacDonald has provided all construction details and required authorizations for this work.

If you have any more questions or need more information, please contact me.

Bob Sandmann

pa

cc Bill Hoffman
J. B. Boyd

CC: Herm Plitzel (Geol. Sec.)
w/ att.

CE RECEIVED OM
CAE CA
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OCE MAY 10 1982 TC
SCS CONSTRUCTION FE
EEO SECTION CP

9400 2.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project IX-9867(5) Fariss Rd.-Powell Blvd., FAU 9867 Price Agreement No. 3, Contract 9400	Date:	April 26, 1982
From:	Division Administrator	Reply to Attn. of:	HFO.6-OR X-Ref: UMTA OR-23-0023 Banfield Transitway
To:	Mr. H. S. Coulter, State Highway Engineer, ODOT		

By transmittal memorandum dated April 9, 1982, Mr. Keasey has requested approval of this Price Agreement. We have no objection to adding bus turnout facilities at this time, however, we cannot determine from documents available to us if the added right-of-way has been secured. The LRT ductbank drawing calls for reinforced concrete but does not detail the size or location of reinforcement. The estimate does not make reference to reinforcing steel. The reason for adding this work is to avoid tearing up new facilities at a later date. The ductbank, however, is located 14' from the future LRT track centerline and would appear to be within a zone that will be torn up for track work in any case.

copy 8 pla. Banfield

We also question the need for a 9" concrete slab for the bus turnout. An extension of the existing asphalt pavement would be structurally adequate and more economical.

According to Mr. MacDonald's March 4, 1982, letter to Mr. Sandmann this work should be charged to the Banfield LRT project. Clarification of the above items is considered necessary to determine eligibility for Federal participation (UMTA or FHWA). We will defer action on this Price Agreement pending your reply.

G. K. [illegible]
for Dale E. Wilken

cc:
ODOT/Metro (R A Sandmann)
Tri-Met/Portland (D MacDonald)
OSHD (C T Keasey, Const)
OSHD (W Richards, Const)
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
APR 28 '82
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

Orig to
4/29/82

9400

L.

ROW 18-4

April 28, 1982

RECEIVED
TECHNICAL SERVICES
MAY 4 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Main Relocation
City of Gresham
Farris Road-Powell Blvd. Section
FAU 9867
Multnomah County
Project No. IX-9867(6)

NOTED
E. S. HUNTER

Here is a copy of a lump sum estimate of cost to adjust the City of Gresham's water facilities dated March 31, 1982, and a sketch showing their proposed relocation. The lump sum estimate is based on average low bid unit costs received at a bid opening by the City on November 10, 1981. A copy of Tabulation of Bids is attached. The average bid prices have been found to be reasonable and it seems to be in the best interest of the project and the public to accept the City's proposal.

A certification prepared by Gary Kennen as to the City's rights in the land occupied by their facilities is in our files.

The relocation of conflicting utilities is the responsibility of the City. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as these are City facilities on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1)(b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the lump sum agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $7,016.30.

JMC/DES/llr
Enclosure
cc: E. S. Hunter ✓
Jack M. Cartwright
Gary Kennen

9400

City of Gresham

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: March 25, 1982

File No: 326-1901

TO: ED HARDT
Metro Region Engineer

FROM: Curt H. Duval
CURT DUVAL
Metro Location Manager

SUBJECT: Fariss Road-Powell Blvd. Section
(Gresham, Unit 1)
FAU 9867
Multnomah County

Versteeg
Anderson
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RECEIVED
MAR 26 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To:
Bring up / /
Action

Because of the future drainage plans for the fairground property, the City of Gresham has requested a change in pipe size for stubouts at the manhole located at Station 139+95. The stubout to the east should be a 24-inch diameter pipe, to the south a 36-inch diameter pipe stubout. The other connections or stubouts should remain the same. This change will need to take place under the existing contract for subject project.

I have discussed this with Bill Hoffman.

pa

cc Bill Hoffman
Don Adams

cc Ed Hardt 4/5
Curt Duval
You should assure the City wants to pay for these sizings per my memo this date
Don Adams.

copies sent 4-5-82 [illegible]

9400

L

Form 81-734-1160 (Rev. 5-73)

1 - P

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Fariss Rd. - Powell Blvd. (Gresham, Unit 1) Date 8 March, 1982

Highway FAU 9867 Contract No. 9400

County Multnomah Prefix 326-1046

Contractor Oregon Asphaltic Paving Co. F. A. Project No. IX-9867(5)

Address 1220 S.E. 190th Ave., Portland, Oregon 97233 Price Agreement No. 3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Construct bus turnout and LRT ductbank as per attached December 1981 drawing.

Locations by station numbers:

Station 135 + 50 to 138 + 00

Names of pay items, estimated quantities and agreed prices:

30301	Construct ductbank - Lump Sum	=	$ 11,492.00
30302	P.C.C. pavement 75 C.Y. @ $ 141.00/C.Y.	=	$ 10,575.00
30303	Increase Quan. B.I. # 17 1"-0 Aggr. Base 108 ton @ $ 6.20/ton	=	$ 669.60
	Increase Quan. B.I. # 44 Conc. Sidewalks 6 Sq.Yd. @ $10.85/Sq.Yd.	=	$ 65.10
	Increase Quan. B.I. # 46 Conc. Curbs 197 Lin.Ft. @ $ 3.70/Lin.Ft.	=	$ 728.90
	Total	=	$ 23,530.60

Specifications, basis of measurement and other provisions:

Class 4500 - concrete shall be used in construction of P.C.C. pavement. All work to be done in accordance with O.S.H.D. Standard Specifications and Contract Special Provisions.

Approved: D. L. MacDonald Project Manager, LRT Project, Tri-Met

---

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,311,167.65	
Present estimate of project cost, including ~~23,530.60~~ $22,067.00 for work under this order	$1,311,167.65	
Expected under-run over-run (amount)	$ -	
Expected under-run over-run (per cent)	-	

Submitted by: W E K Resident Engineer

Signed Bob Zusinberg Contractor

Approval Recommended: Marvin Goff Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Duane A. Christensen ~~Deputy State Highway Engineer~~ for Assistant State Highway Engineer ~~Office Engineer~~

3/19/82

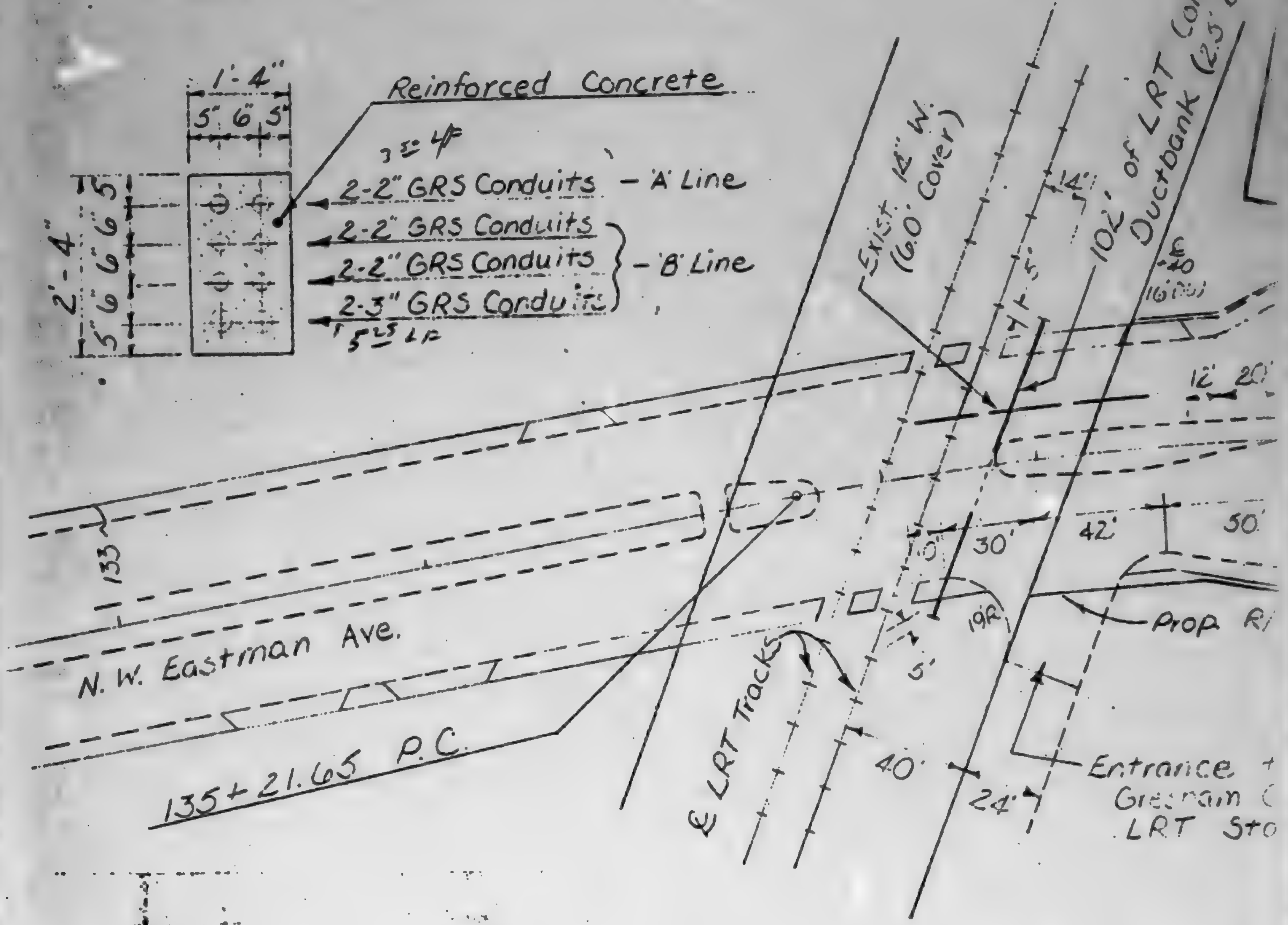
SP*79603-734

ok 3-19-82

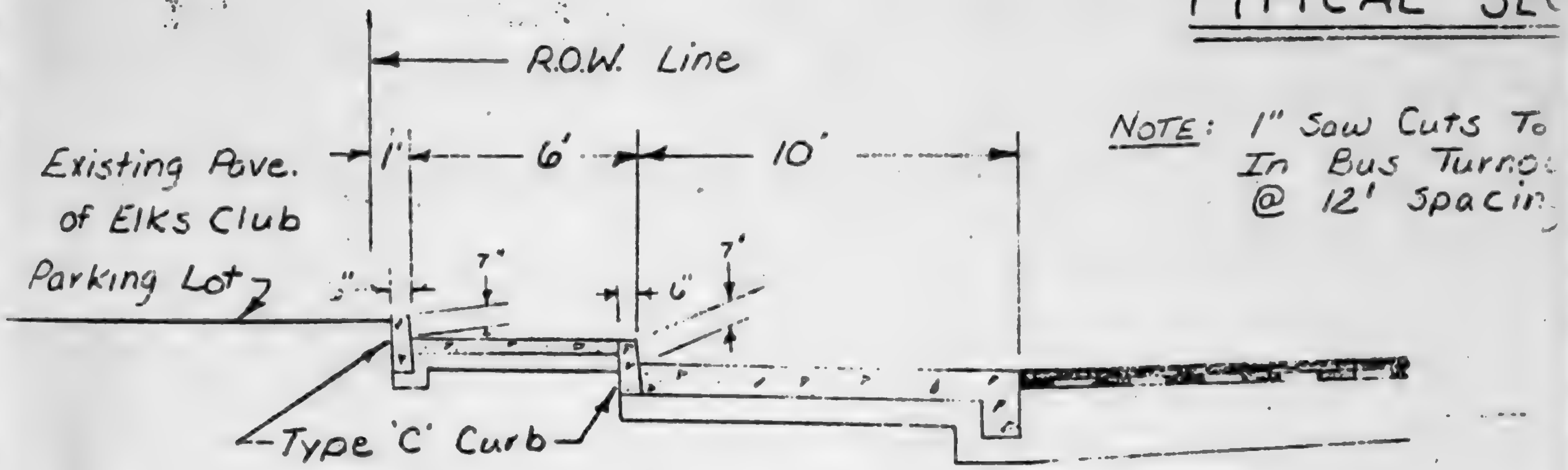
DS 3-30-82

LRT Ductbank Detail

Scale: 1" = 2'


1'-4"
5" 6" 5"
2'-4"
5" 6" 6" 5"
Reinforced Concrete
2-2" GRS Conduits – 'A' Line
2-2" GRS Conduits
2-2" GRS Conduits
2-3" GRS Conduits
– 'B' Line
Exist. 12" W. (6.0' Cover)
102' of LRT Conc. Ductbank (2.5' of Cover)
14'
5'
12'
20'
10'
30'
42'
50'
133
19R
Prop R
N. W. Eastman Ave.
℄ LRT Tracks
5'
40'
24'
135+21.65 P.C.
Entrance
Gresham
LRT Sta

TYPICAL SEC

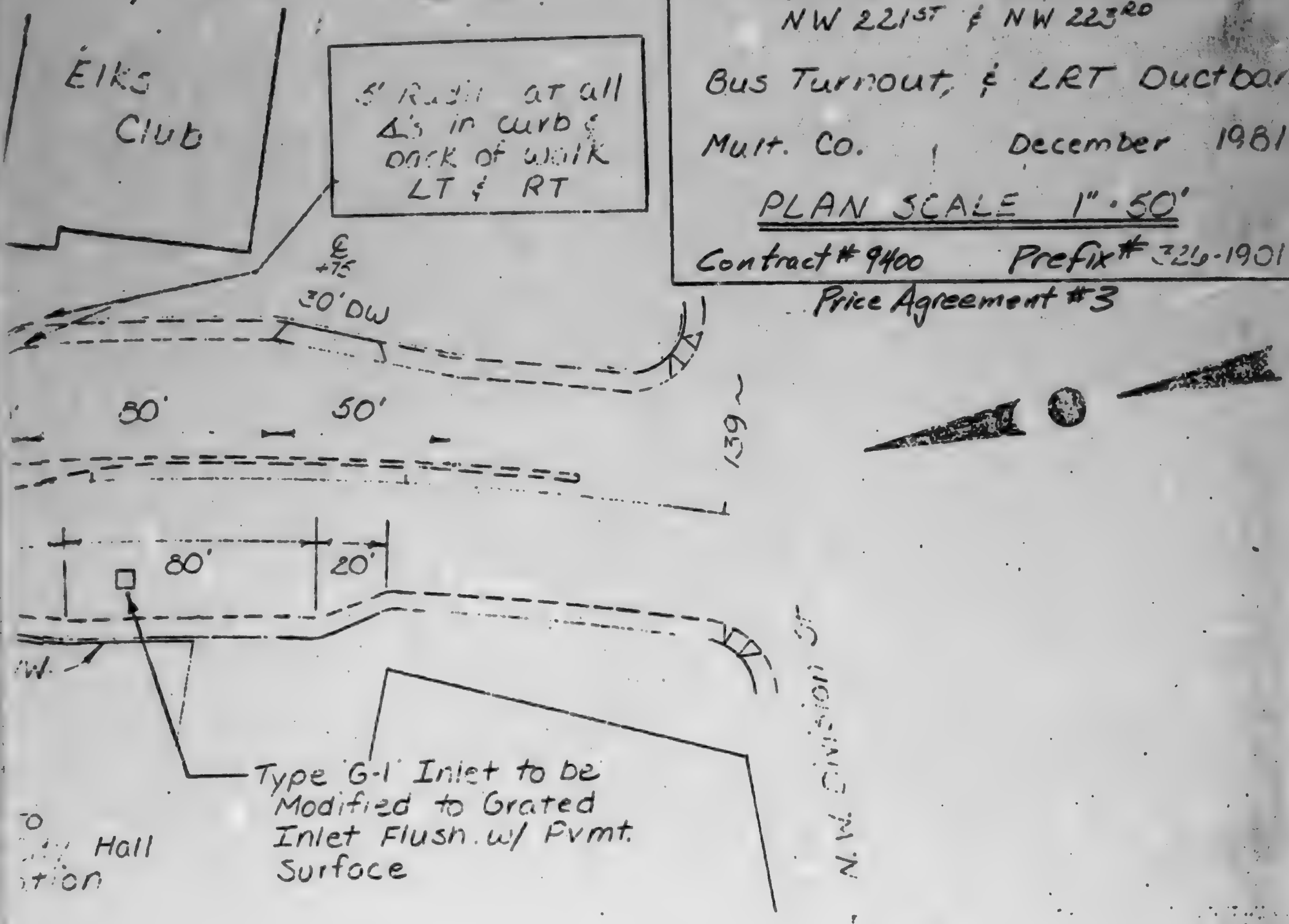

R.O.W. Line
1'
6'
10'
Existing Pave. of Elks Club Parking Lot
7"
6"
7"
Type 'C' Curb
Type 'C' Curb

NOTE: 1" Saw Cuts To
In Bus Turno
@ 12' Spacin

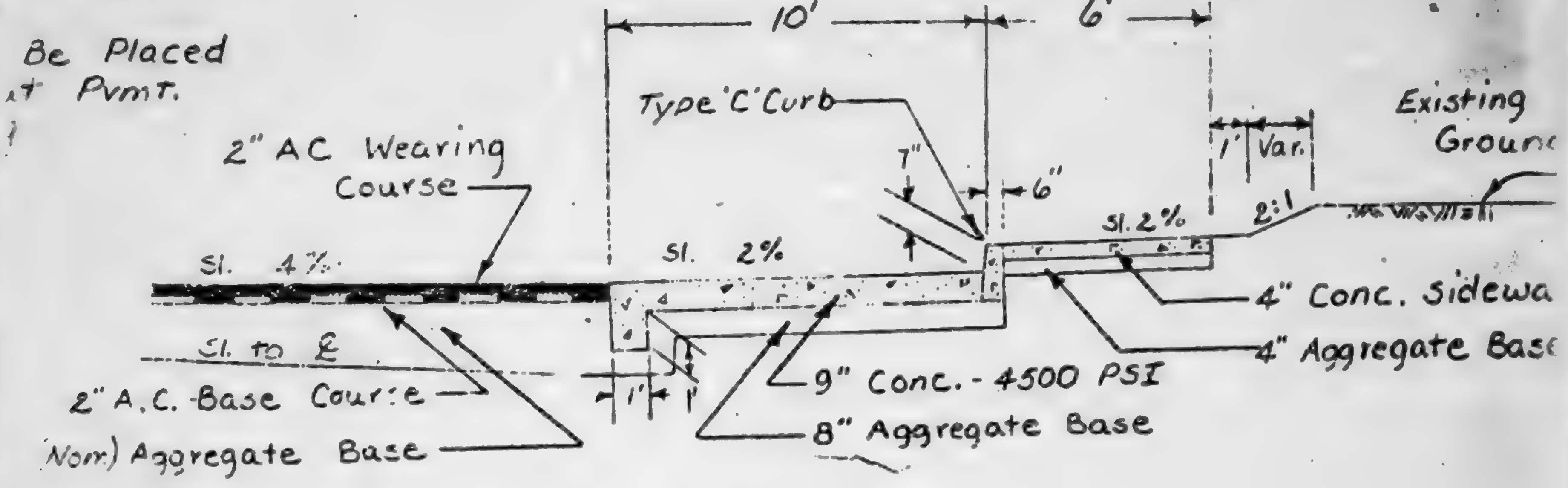
NOTE: For Surfacing Details Not Shown
See West Side Typical

East Side Bus Turnout

Faris to Powell - Unit 1
NW 221ST & NW 223RD
Bus Turnout, & LRT Ductban
Mult. Co. December 1981
PLAN SCALE 1" • 50'
Contract # 9400 Prefix # 326-1901
Price Agreement # 3


Elks Club
5' Radii at all ∆'s in curb & back of walk LT & RT
℄ +75
30' DW
50'
50'
139~
80'
20'
W.
Type 'G-1' Inlet to be Modified to Grated Inlet Flush w/ Pvmt. Surface
o
Hall
tion
N.W. Division St

CTIONS


Be Placed
at Pvmt.
10'
6'
Type 'C' Curb
Existing Ground
1'
Var.
7"
6"
2" AC Wearing Course
Sl. 4%
Sl. 2%
Sl. 2%
2:1
4" Conc. Sidewa
4" Aggregate Base
Sl. to ℄
1'
1'
9" Conc. - 4500 PSI
2" A.C. Base Course
8" Aggregate Base
(Nom.) Aggregate Base

West Side Bus Turnout
Scale: 1" • 5'

9400

Gresham

March 2, 1982

DES 16

Versteeg
Anderson
Adams
Olson
Sullivan
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RECEIVED
MAR 3 1982
ROAD DESIGN
SECTION

Do Not
Return To
Bring Up /
Action

Traffic Safety Supply Company
2324 S. E. Umatilla
Portland, OR 97202

Gentlemen:

Horizontal Splices of Reflective Sheeting
Farris Road-Powell Boulevard Section
Contract 9400
and
Austin Junction Section
Contract 9302

One horizontal splice of the background material will be permitted on Signs 14, 21 and 28 of Contract 9302.

One horizontal splice of the background material will also be permitted on Signs 4, 6, 18 and 20 of Contract 9400.

The horizontal splices shall not go through a line of legend; shall be "roof" type with a minimum of 3/8" overlap.

Very truly yours,

Donald R. Adams, P.E.
Final Design Engineer

cc E. L. Hardt
W. E. Schwartz
Bobby Johnson
Willard Hoffman
Don Wackerbarth
W. G. Beard

WGB:je

9400

2-8-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/30/81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham Unit #1) Section

11. GENERAL DESCRIPTION OF WORK
Permanent illumination on existing power poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~ADVERTISED CONTRACT AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
FEB 10 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

13. REMARKS

I approve the advance authorization date of 12/30/81 as requested in Mr. Keasey's letter of 1/11/82 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 6 representing work to be performed by PGE Forces is approved for a TEC of $8,530 Federal Funds $7,250.

RECEIVED
FEB 10 1982
CONSTRUCTION BRANCH
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14. DATE 2/8/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Gresham

DES 16

ROAD DESIGN SECTION

February 3, 1982

W. E. Hoffman
Project Manager

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Fariss Road-Powell Boulevard (Gresham) Section
FAU 9867 (Fairview & Eastman Avenues)
Multnomah County
Contract No. 9400

Versteeg
Anderson
Adams
Olsc
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RECEIVED
FEB 05 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached are three sets of approved shop drawings for the Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes; one set forwarded to Don Wackerbarth's office for shop inspection of the signs; and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

RDW 18-4

December 21, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operation Programming Engineering

SUBJECT: Permanent Illumination
Farris Rd.-Powell Blvd. (Gresham) Unit I Section
FAU 9867
Multnomah County
Project No. IX-9867(5)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost from Portland General Electric Company to install permanent illumination facilities December 10, 1981.

The work was anticipated and is included in the project authorization.

Your approval of the actual cost agreement for installation of permanent illumination is requested. Estimated cost to State is $8,530.

JMC/DES/llr

cc: E. S. Hunter ✓
Jack Cartwright
Willard Hoffman
Gary Kennen

RECEIVED
TECHNICAL SERVICES
DEC 22 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9400

2

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9867(4)
Fariss Road-Powell Blvd.
N. E. 223rd Avenue (Gresham)
Ref: Rod Henry's ltr 12/8/81

Date: December 14, 1981

Reply to Attn. of: HRW-OR/

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

As requested, we are approving the employment of special counsel for the procurement of right-of-way through condemnation on the subject project.

The Federal-aid project number should be added to the special counsel agreement, also, it is assumed that acceptable contracting procedures were followed.

John D Wickman
for Dale E. Wilken

cc
OSHD (J. B. Boyd, R/W)

RECEIVED
STATE HWY ENGR
DEC 15 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9400

2

ROW

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 8, 1981

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Special Counsel Agreement
Fariss Road-Powell Blvd.
N. E. 223rd Avenue (Gresham)
Federal Aid No. IX-9867(4)

A copy of an agreement to hire a special counsel is being submitted for your approval. The City of Gresham wants to hire the firm of Williams, Stark, Hiefield & Norville, to try condemnation cases on this project.

The proposed fees are the same as those that have been approved in prior agreements with this firm. May we have your approval of this agreement.

RH:jr
Attach.

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
DOT DIRECTOR
DEC 9 '81
REFER TO
FOR
Sign Act File

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Form 734-3122

9400

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/13/81
8. FEDERAL ROUTE NUMBER FAU 9867
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham Unit #1) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 11/25/81 this will confirm the advance authorization date of 10/13/81 to proceed with the actual adjustments to Portland General Electric Company's aerial power line on a lump sum basis in the amount of $5,080.34 Federal Funds $4,318.28.

I approve the agreement with Portland General Electric Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

RECEIVED
STATE HWY ENGR
DEC 4 '81
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FOR
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14. DATE 12/2/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9400

2

NOTED
E. S. HUNTER

ROW 18-4

November 25, 1981

RECEIVED
TECHNICAL SERVICES
NOV 27 '81
REFER TO
FOR:

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TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Aerial Power Line Relocation
Portland General Electric Co.
Farris Rd.-Powell Blvd. (Gresham) Unit 1 Section
FAU - 9867
Multnomah County
Project No. IX-9867(5)

Here is a copy of an estimate of the unexpired service life and cost of removal of one transmission and one distribution pole prepared by Portland General Electric Company dated August 25, 1981. The estimate was prepared on a lump sum basis using unexpired service life, removal cost, less salvage to eliminate keeping track of reimbursable cost within a large overall relocation project.

A certification prepared by Gary Kennen as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City of Gresham is responsible for the relocation of utilities on this project. The Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as appropriate by the City.

The State is entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 and has been provided for in the attached estimate.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 13, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Lump sum cost to the State is $5,080.34.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(5)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 71444
6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-13-81
8. FEDERAL ROUTE NUMBER FAU 9867
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION: Fariss Road - Powell Blvd. (Gresham Unit #1)
11. GENERAL DESCRIPTION OF WORK Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ xx OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 11-2-81, this will confirm the advance approval date of 10-13-81 to proceed with the actual adjustments to Portland General Electric Company's street lighting relocation on an actual cost basis estimated at a TEC of $1,457 - Federal funds $1,238.

I approve the agreement with Portland General Electric.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual. (No additional obligation of funds required.)

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14. DATE 11-20-81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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2

ROW 18-4

November 2, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Street Lighting Relocation
Portland General Electric Co.
Farris Rd.-Powell Blvd. (Gresham) Unit I Section
FAU 9867
Multnomah County
Project No. IX-9867(5)

Here is a copy of an estimate of cost for Portland General Electric Co. (PGE) to relocate City of Gresham street lights dated August 5, 1981, and a sketch showing their proposed relocation.

The street lights are being relocated to provide replacement lighting for traffic safety. The rate schedule used by PGE in providing the existing lighting provides for reimbursement if relocation is required by the City.

The relocation was originally anticipated. PGE was advised verbally of the relocation as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required by the City.

There will beno betterment derived from the proposed adjustment of PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advance authorization to proceed with the work as of October 13, 1981 is requested. Estimated cost to the State is $1,457.

DES/JMC/llr
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Gary Kennen

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DES 16

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO Gresham

TO: Willard Hoffman
RESIDENT ENGINEER

DATE: October 22, 1981

Lyle K. Watson

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: Fariss Rd.-Powell Blvd. (Gresham) Sec.
FAU 9867
Multnomah County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9195-00	Mainline (23rd to Fariss Rd.)	Centerline	Profile Grade
-01	Mainline (23rd to Fariss Rd.)	Centerline	Subgrade
9195-02	Mainline (Burnside to Division)	Centerline	Profile Grade
-03	Mainline (Burnside to Division)	Centerline	Subgrade
9195-04	Mainline (Division to End Proj.)	Centerline	Profile Grade
-05	Mainline (Division to End Proj.)	Centerline	Subgrade

Attachment

cc: Paul Cox

Contains
Recycled
Materials
81-125-1387

SP*75663-1

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10-19-81

4

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/19/81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 10/7/81 I approve the revised Preliminary Engineering Costs to a TEC of $239,900 Federal Funds $205,440.

(Increase TEC $38,400 Federal Funds $32,640 Appn. Code 772)

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STATE HWY ENGR
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FOR
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14. DATE 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

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4

HIGHWAY DIVISION - ODOT

FILE

October 13, 1981

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 22, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 22, 1981 on the following projects:

1. S.E. King Road @ S.E. Price Fuller Road
   S.E. Portland, Clackamas County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. S.E. Harmony Road @ S.E. Price Fuller Road
   S.E. Harmony Road, Clackamas County
   Traffic Signals

   Same as No. 1.

3. Rogue Valley Highway @ Valley View Road
   Talent, Jackson County
   Traffic Signals

   Same as No. 1.

4. Old Highway 20 @ "A" Street
   Toledo Frontage Road Highway, Lincoln County
   Traffic Signals

   Same as No. 1.

5. Pacific Highway East @ Hayesville Drive N.E.
   Salem, Marion County
   Traffic Signals

   Same as No. 1.

6. Lantana Avenue-Witham Hill Drive
N.W. Circle Blvd., Benton County
Grading and Paving

Five-foot sidewalks on each side of the street and a ten-foot independent bikeway on the south side of the street will be constructed.

7. Clackamas Highway-32nd Avenue (milwaukie)
Harrison Street, Clackamas County
Paving and Traffic Signals

Turn lane construction. Two eleven- and two twelve-foot lanes with two-foot median. Five-foot sidewalks with ramps will be constructed to replace existing walk.

8. Oatfield Road @ S.E. Thiessen Road (Milwaukie)
Oatfield Road, Clackamas County
Grading and Paving

Turn lane construction. Three lanes of variable width with two-foot median on both Oatfield and Thiessen. Five-foot sidewalks with ramps to be constructed on Thiessen and the east side of Oatfield. The existing six-foot bicycle path on the west side of Oatfield will not be disturbed.

9. Willow Creek Bridges
Willow Creek Road, Mal[illegible]r County
Structures

Twenty-four-foot aggregate roadway on approaches with twenty-three-and-one-half-foot roadway on structures.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

10. Abiqua Creek Bridge
County Road A590, Marion County
Structure

Twelve-foot lanes with four-foot shoulders on approaches and structure.

Same as No. 9.

11. Fariss Road-Powell Blvd. (Gresham)
N.W. Eastman Avenue, Multnomah County
Grading and Paving

Four lane with fourteen-foot median with left-turn areas. Four-foot shoulder bikeways and six-foot sidewalks will be constructed.

12. N.W. Thurman Street-S.W. Columbia Street (Portland)
    City Streets, Multnomah County
    Traffic Signals

    Intersection improvement with minor street widening. Four-foot sidewalks will be constructed.

13. Portland South Waterfront Development
    S.W. Front Avenue and Montgomery Street, Multnomah County
    Grading, Paving and Signals

    Widening, intersection improvement and adjusting traffic patterns. Six-to-twelve-foot sidewalks being constructed.

14. W. Burnside Street @ S.W. Tichner Drive (Portland)
    W. Burnside Street, Multnomah County
    Grading and Paving

    Intersection improvement. Six-foot sidewalk to be constructed along the north side of S.W. Tichner Drive.

15. Denney Road - Hart Road (Beaverton)
    Hall Blvd., Washington County
    Grading and Paving

    Left-turn construction. Lanes eleven-to-twelve-foot wide with two-to-seven-foot shoulders.

    Same as No. 9.

16. Cancelled on this letting

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9400

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

October 7, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 71444
Project No. IX-9867(1)
Fariss Rd.-Powell Blvd. (Gresham) Sec.
Multnomah County

I request your approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated October 5, 1981.

Approval of this request will involve an increase of $38,400 in total cost and federal obligation of $32,640 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Present	$239,900.00	$205,440.00		
Previous	201,500.00	172,800.00	823	85.8
Difference	$ 38,400.00	$ 32,640.00	772	85.0

Funds for this increase will be available from a release of funds on Project IX-9877(3) by project agreement under separate action.

CL:bkc
Attachments

cc:				
R.N. Bothman	(Metro)	E.L. Hardt	(Region 1)
F.E. Terpin		Gary Zehner	
J. Rose	(Metro)	General Files	
Judy Smith	(Metro)		

Form 734-3122

9400 2

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9867(5)
Fariss-Powell Section
Program Change, Item 71444

Date: September 29, 1981

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The emergency fire signal noted in Mr. Swan's September 28, 1981, letter is eligible for Federal funding. It would be preferable to include this work in the contract by addendum prior to bid opening if possible. If design can not be accomplished under that time frame, the negotiated price will be subject to further review.

G.K. [illegible]
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (L E George, Tr)

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FOR
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

September 28, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 71444
Project No. IX-9867(5)
Fariss Rd.-Powell Blvd. (Gresham, unit 1) Sec.
Multnomah County

I request approval of a program change as indicated below:

Project Data: Add to 3) the following--- and emergency fire signal at Station 134± (vicinity of Portland Traction Co. RR tracks).

This revised project data is based on the attached September 18, 1981 letter from Mr. L.E. George. The project has advanced to the stage that the signal installation should be designed in order to meet the specified construction completion date.

I request your concurrence that Federal funds can participate in the installation of the proposed traffic signal under this project in the contract slated for bid letting October 22, 1981.

Upon your approval, the Traffic Signal Unit will design the signal and after award of contract the Construction Division will negotiate terms with the Contractor and forward the proper documents under separate action.

It is not anticipated that additional Federal funds will be required to install the signal.

JLG:bkc
Attachment
cc: R.N. Bothman (Metro)
L.E. George
C.T. Keasey
Ed Hardt (Region 1)
Gary Zehner
General Files

Form 734-3122

9400 9-23-81 2

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL-AID PROJECT NO. IX-9867(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

4. PROGRAM NO.

5. ITEM NO. 71444

. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE AUTHORIZATION EFFECTIVE 9/18/81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

0. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham Unit #1) Section

1. GENERAL DESCRIPTION OF WORK
Grade, drain, pave, traffic signals and illumination

2. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)*

Temp. Illumination PGE $1,500
Railroad Protective Services $9,500
Permanent & Temporary Striping $4,000
Temporary Erosion Control $1,000
Asphalt Cement Adjustment $10,000
on the job training $2,400
State Furnished Software $1,000
State Controller Testing $3,675
Fire Pre-empt Testing $1,050

3. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/18/81 and 9/23/81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,694,235 Federal Funds $1,440,100.

A signed copy of the Title Sheet is returned herewith.

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STATE HWY ENGR
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[illegible]

DATE 9/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

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12-79) PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/18/81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham Unit #1) Section

11. GENERAL DESCRIPTION OF WORK
Railroad signals and gates

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 9/15/81 letter you are authorized to proceed with the work covered by the Agreement with Portland Traction Company approved by the Highway Division on 5/22/81 at a total estimated cost of $75,360 Federal Funds $64,056.

(The above authorization is within the obligated amount for the subject project)

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14. DATE 9/18/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9400

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Aldercrest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9716(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000

SALEM

IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

9400

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Proposed Railroad Agreement
Project No. IX-9867(5)
Fariss Rd.-Powell Blvd. (Gresham) Sec.
Multnomah County

I request your approval of the enclosed proposed agreement with Portland Traction Company, which was approved by the Highway Division on May 22, 1981 on the subject project. The estimated total cost for work by the railroad is $75,360.

I further request concurrent with authorization to advertise for bids on the project, authorization to proceed with work by the railroad with no increase in obligation of funds.

CL:bkc
Attachment

cc: R. Trygstad
General Files

9400

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 15, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 71444
Project No. IX-9867(5)
Fariss Rd.-Powell Blvd. (Gresham, Unit 1) Sec.
Multnomah County

Attached support data consists of PR-1 forms, project maps and signal warrants for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 22, 1981.

The project concept is based on the August 5, 1977 letter to the Secretary of Transportation from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

The funds for this project are to come from the FY '81 supplemental allocation.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro) E.L. Hardt (Region 1)
Jon Rose (Metro) Gary Zehner (w/att)
Judy Smith (Metro) General Files

Form 734-3122

9400

9-4-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/4/81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham)

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 9/3/81 you are now authorized to proceed with the acquisition of file #52197 as shown on R/W map 10C-51-16 at a TEC of $95,000 Federal Funds $80,750.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(Funds for the above authorization are within the obligated amount for R/W acquisition)

9-8-81

RECEIVED
STATE HWY ENGR
SEP 3'81
REFER TO Moehring
Info | Init | Ret | Dr | Sign | Act | File

14. DATE 9/4/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9400

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 3, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-9867(4)
Fariss Rd.-Powell Blvd. (Gresham) Sec.
Multnomah County
(File-52197)

I hereby request your authorization to proceed with the actual acquisition of the above listed property on the subject project. The area to be acquired is as outlined in red on the enclosed sketch map and does not require relocation assistance.

Authorization to proceed as requested will not require an additional obligation in total cost or federal funds on the project at this time.

CL:bkc
Enc.

cc: F. Lowe
General Files

Form 734-3122

9400 4

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: IX-9867(4) Fariss Road to Powell Blvd.
Gresham
Multnomah County
(Ref: Ken Rolfe ltr 8/27/81)

Date: August 31, 1981

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Rolfe's letter requested our position regarding Federal participation in the fair market value of property owned by the City of Gresham which is needed for the subject project.

Federal funds can participate in the fair market value of city-owned property which was obtained for other purposes and is not presently utilized or dedicated for public roadway purposes.

John D Wichman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd R/W)
Region 1 (K. Rolfe R/W)

RECEIVED
STATE HWY ENGR
SEP 1 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9400 8-26-81 4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 8/21/81 you are now authorized to proceed with all phases of right of way for the remaining parcels as shown on R/W map 10C-51-16 at a TEC of $406,175 Federal Funds $345,250.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(Funding from 81 Supplemental Allocation)

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STATE HWY ENGR
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FOR
Info | Inves | R/D | D/R | Sum | Act

orig to: 9-1-81

14. DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9400

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

August 21, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

J L Gaither

FROM: for D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-9867(4)
Fariss Rd.-Powell Blvd. (Gresham) Section
Multnomah County

I request authorization to proceed with the actual acquisition of the remaining right of way parcels as programmed on the subject project at an estimated total cost of $406,175 with an obligation of $345,250 in federal funds. The right of way to be acquired is as outlined in red on right of way map 10C-51-16 which was submitted with our letter of February 18, 1981.

The relocation plan for the project was approved by your memo of May 12, 1981 and our letter of February 18, 1981 provided the required assurances regarding replacement housing.

Funds for this request are available from the FY '81 Supplemental Allocation.

CL:bkc

cc: J. Boyd
F. Lowe
Judy Smith
G. Zehner
General Files

Form 734-3122

9400

Gresham

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 11, 1981

File No: 326-1901
ROW

REFERRED TO
___ Beard ___ Stoudenmeyer ___
1 Cole WEC ___ Mann ___
___ Eriksen ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

TO: HAL VERSTEEG
Road Design Engineer

FROM: DONALD ADAMS
Project Development Manager

SUBJECT: Fariss Road to Powell Boulevard
N.E. 223rd Avenue
R/W File No. 51784, 85, 86, 87, and 89

At Ken Rolfe's request, I am forwarding our recommendation concerning the incorporation of a retaining wall section between stations 161 and 166 on the subject project.

I recommend the installation of the retaining wall in conjunction with their settlement of file No. 51789. Retaining wall cost is estimated at $34,000 with the damages for the right-of-way taking estimated at $72,800.

Of the remaining four files, 51784, 85, 86, and 87, only $6000 in damages would be awarded; however, the estimated cost of the retaining wall for those four files is $45,000. My recommendation is that the right-of-way personnel continue to negotiate for the needed right-of-way and slope easement as established in the original description.

Ken Rolfe asked for a short section of retaining wall on file No. 51874 to off-set the $5000 damage. The short retaining wall section in this fill section would not be too satisfactory in that the fill would fall in around the ends of the retaining wall. However, a design to protect the corner of the building, which Ken Rolfe is concerning about, could be developed. It would follow the alignment of the building rather than the alignment of the road to allow for that short corner of the building to be preserved. If this type of wall can be constructed and its cost would off-set the $5000 damages, then I am asking that you proceed along those lines. The location and distance from the building should provide a minimum two foot clearance, more if possible, and should be discussed with Ken Rolfe for his negotiations with the property owners.

I have spoken to Bill Cole, the designer, and Ken Rolfe, and they both agree that this is a workable approach to this problem.

If the costs are too high, then we should proceed with the acquisition based on easements for this parcel and use the retaining wall only in conjunction with the Lutheran church property, file No. 51789.

po

cc: Ken Rolfe
Bill Cole

?
1 Versteeg ✓
___ Anderson ___
2 Christenson ✓
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ [illegible] ___
3 [illegible] [illegible]

RECEIVED
AUG 14 1981
ROAD DESIGN SECTION

Do Not File
Return To ___
Bring Up ___/___/___
Action ___

8/10/81

Retaining Wall Costs

File No 51784	$15,340	→ ? 5000
File Nos 51785 & 6	$26,500	? 1000
File No 51789	$34,000	→ Will do.
	75,840	

OREGON
STATE HIGHWAY DIVISION
FORM 81-734-3495

confirmation memo

TO D. Adams DATE 8/6/81

Powell - Farris
Retaining Wall
Length 480'
Costs: $ ~~78,840~~
shown in yellow on the attached R/W Sheet.

SIGNED E. L. Dunn

PLEASE REPLY HERE

TO DATE

Costs Compiled by Salem design and included a safety hand rail, tube type

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8245
Date: August 5, 1981

File No: 326-1901

TO: D. R. ADAMS
Project Development Engineer

FROM: E. J. DUNN
Resident Engineer EJDunn

SUBJECT: Powell Boulevard-Farris Road
Multnomah County

This a.m. Ken Rolfe, Region 1 r/w supervisor, Frank Roberts, Salem Design, Leo Goldsby, and myself met on the project site to go over the right-of-way files as per your attached letter. The conclusions were as follows:

File numbers 51784, 51785, 51786, 51787, and 51789 - eliminate the permanent easement and install retaining wall. The retaining wall would be on the easterly side between First Avenue and end near station 165±.

By constructing the retaining wall, right-of-way personnel will be able to close their files and the cost of the wall will be a savings over purchasing the easements. Frant Roberts has figures to justify the savings of which I don't have.

In addition, the wall will save parking space and playground area at the Lutheran Church.

Easements will be required for the wall footings.

EJD:hw

cc: Duval
K. Rolfe
F. Roberts

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Milwaukie, Oregon

DATE July 31, 1981

TO DON ADAMS ✓
Project Development Engineer
METRO - Portland

Kenneth L Rolfe

FROM KENNETH L. ROLFE
Region R/W Supervisor
Region I - Milwaukie

MA PDM PDE FFM SPC
ODOT - METRO
AUG 03 1981
BM PAR PPC FILE T/A

SUBJECT Files 51784, 85, 86, 87, & 89
Fariss Rd.-Powell Blvd.
NE 223rd Ave.
Multnomah County
FAP# IX-9867(4)

Design needs your formal recommendation from engineering to incorporate a retaining wall section on the east side of this project between Ava Avenue and Powell Blvd.

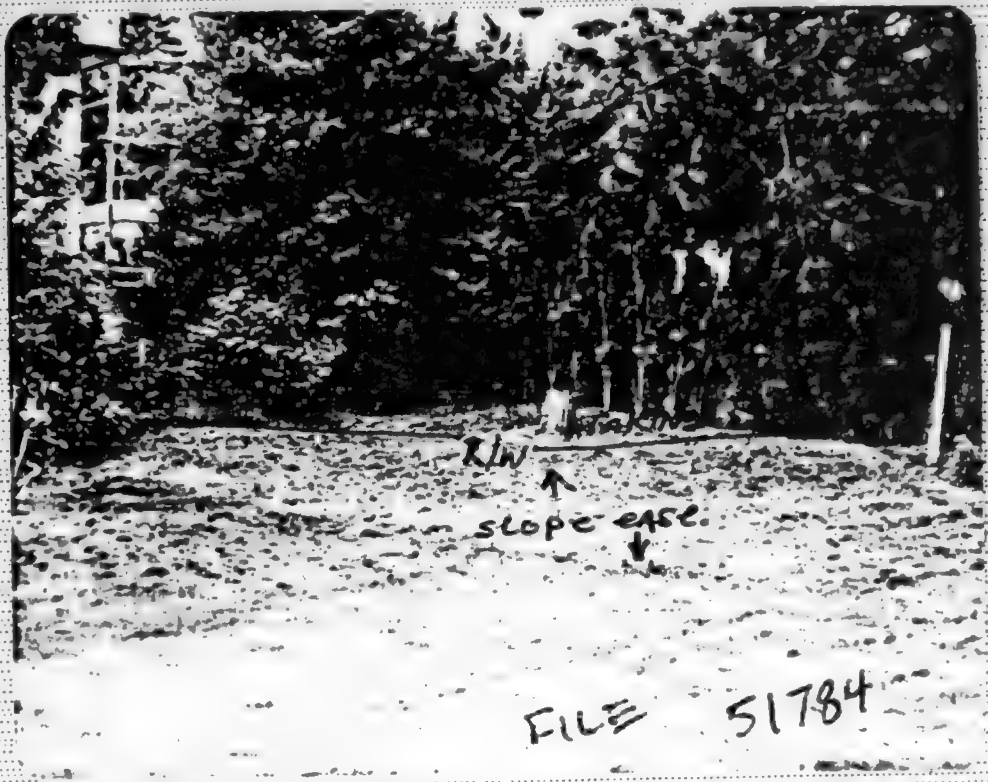
Our appraisals indicate the following damages to adjacent properties because of the permanent slope easements:

File 51784	Damage to 3-car garage	= 20,000 $ 5,000	Retain wall Full 15,300
File 51785	No damage. State will buy the remainder	= 0	
File 51786	Cost of slope easement	= $ 1,000	
File 51787	No damage. State will buy the remainder	= 0	
File 51789	Damage for loss of parking to chruch	= $72,800	3[illegible]
	TOTAL DAMAGE -------------	$78,800	

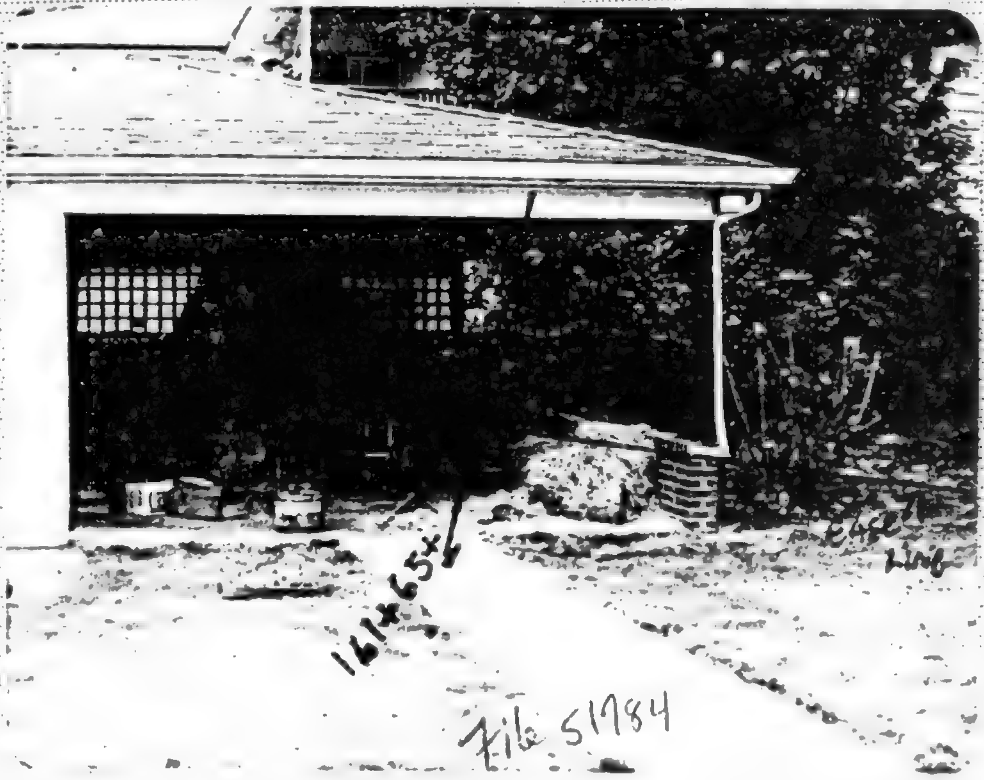
On File 51784, a short wall section is all that would be needed to protect the corner of the covered patio as shown on the two attached pictures.

Please forward your recommendations to Design.

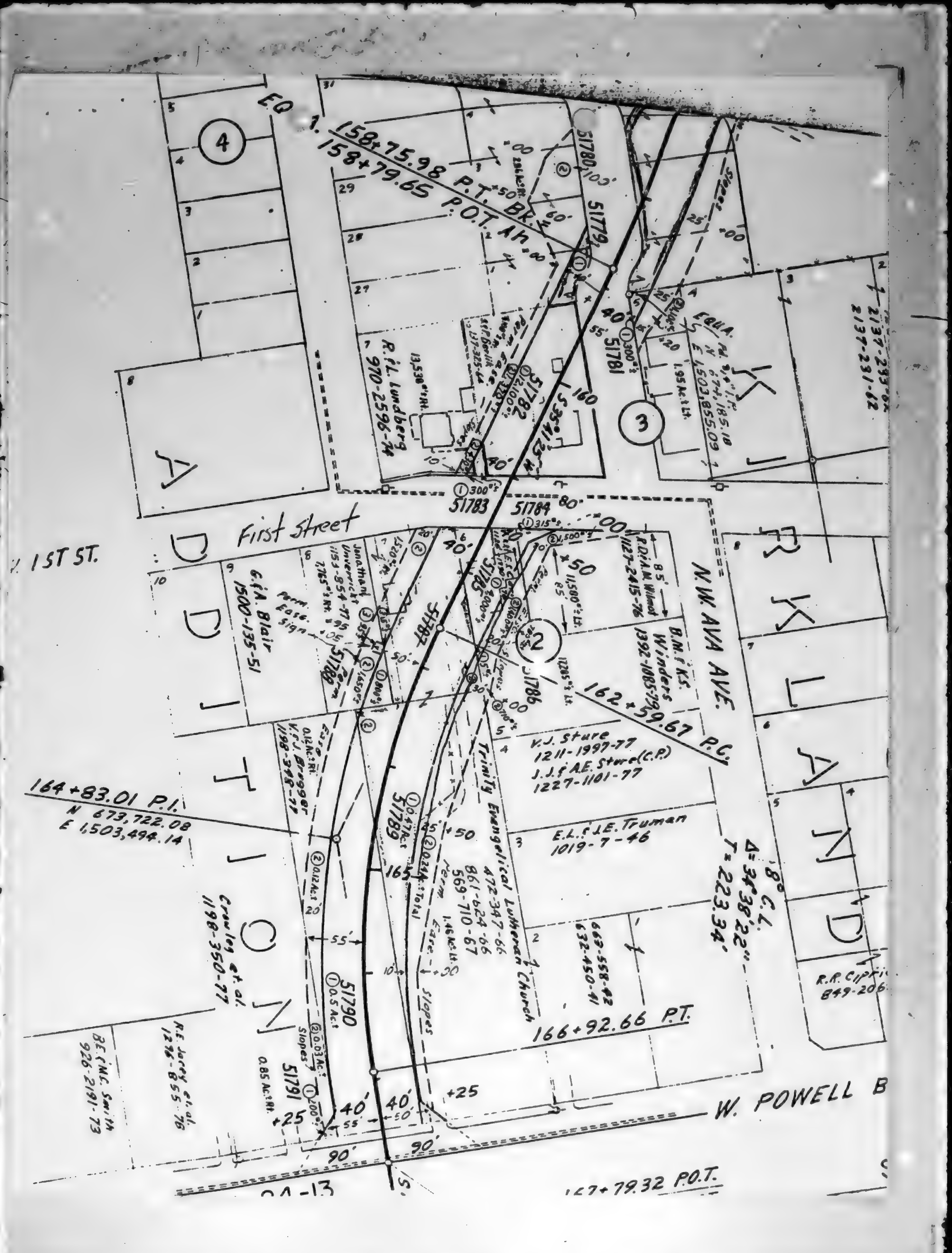
KLR:kc
Attachment


R/W
slope ease.

FILE 51784


161+65±
Ease Line

File 51784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Jonathan Unverricht
1153-854-71
G. & A. Blair
1500-135-51
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N.W. AVA AVE.
R.D. & A.M. Wilmot
1127-2415-76
B.N. & K.S. Winders
1392-1085-79
162+39.67 P.C.
V.J. Sture
1211-1997-77
J.J. & A.E. Sture (C.P.)
1227-1101-77
Trinity Evangelical Lutheran Church
472-347-66
861-624-66
569-710-67
E.L. & L.E. Truman
1019-7-46
663-558-42
632-450-41
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9400

4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-5-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 71444
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/5/81	8. FEDERAL ROUTE NUMBER FAU 9867	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham) Section

11. GENERAL DESCRIPTION OF WORK
Right of WAy

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 7/30/81 you are now authorized to proceed with the actual acquisition of files 51779 and 51780 as shown on R/W map 10C-51-16 at a TEC of $212,400 Federal Funds $180,540. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	AG	File

orig to
8/11

14. DATE 8/5/81	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9400

Gresham

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 22, 1981

TO: TO FILE

File No: 326-1901

FROM: D. R. ADAMS
Project Development Manager

SUBJECT: Fariss to Powell
221st/223rd

Bill Cole has re-estimated this project. The current estimate is $2.2 million. Total funding available is $1.842 million. This leaves us short $358,000, or $304,000 in federal funds.

The works includes all that is necessary to be done to open unit 1 to traffic, plus some of the grading on unit 2. The unit 2 grading involves the excess material that needs to be transported from unit 1 to unit 2 to balance the project. It is confined to the right-of-way through the Ministries Unlimited property, but does require availability of the full width of that property. Otherwise, the excess material would have to be stored on the existing 50 foot deeded dedication, in which case, the entire fill material would have to be moved at least two times under the construction of unit 2 and at a substantial additional cost.

It would be to our advantage to acquire the Ministries Unlimited property for the full 80 feet, plus easements, in order to dispose of this excess material from unit 1 in the most economical manner as part of the constructed fill on unit 2.

Bill Cole is proceeding on the assumption that a full 80 foot right-of-way will be acquired from Ministries Unlimited in time for construction of this project.

po

cc: Jim McClure
Leon Brock
Ken Rolfe
Bill Cole
Ted Spence

1 Versteeg
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trou
4 [illegible]

RECEIVED
JUL 23 1981
ROAD DESIGN SECTION

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Return To
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NOTED
W. E. COLE
7/24/81

9400

ROW 12 Gresham

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. Versteeg
Road Design Engineer

DATE: July 10, 1981

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Files 51760 to 51764
Farris Road-Powell Blvd.
(Gresham) Section

We are acquiring temporary easements for construction of a retaining wall left of centerline between Station 109+00 and 112+87 on this project. The easements are from the rear of five residential properties that border 223rd Avenue. All the back yards are fenced. To facilitate negotiations and protect these properties during construction we feel that it would be appropriate to install a temporary fence along the easement line for the duration of the contract.

I recommend that we construct a type 3-70 fence in this area as part of the contract. We will purchase the existing fences and the owners will be responsible for installing permanent fencing after the contract is completed.

RH:jr

cc: Bob Bothman
Ken Rolfe

1 Versteeg DON
Anderson
2 Christensen JW
Olson
Bill Schaeffer ob 4 Sullivan JWS
Terpin
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3 Wakerlig

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JUL 13 1981
ROAD DESIGN SECTION

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Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9400

Gresham

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 10, 1981

File No: 326-1901

TO: FRANK TERPIN
Location Engineer

Curtis H. Duval

FROM: CURT DUVAL
Metro Location Engineer

SUBJECT: Powell Blvd. - Fariss Road
Multnomah County

REFERRED TO
Beard ____ Staudenmeyer ____
1 Cole W.E.C. ____ Mann ____
Eriksen ____ Watson ____
Hager ____ Dorn ____ Leu ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

This letter is to clarify and document some design changes that have occurred since the project was submitted to Salem.

Location of Islands and Driveways
The City of Gresham has requested raised islands and revised driveway locations of which this office has shown on a print of the detail map.

Re-sized Pipes
The City has requested the proposed 42-inch pipe from the K-Mart Shopping Center to Division Street be increased to a 48-inch pipe, and they will bear the extra expense. A letter is presently being submitted by the City and will be forwarded upon receipt.

City Sewer
Maps of the city's proposed sewer and its location are included with this letter.

Elks' Driveways
Two of the Elks Club driveways along Eastman are being eliminated and are shown as such on the print of the detail map.

Raised Islands Near Railroad
One island on the northerly side of the railroad was eliminated.

Fariss Road Intersection
The previous connection at Fariss Road (east) was shifted 50 feet southerly. The connection is shown on the detail map print and a separate sheet of coordinates is enclosed.

The above reflects design changes as requested by the City of Gresham to date.

po

cc: E. J. Dunn
L. Brock

F.R.

Attachments

1 Versteeg DD
Anderson ____
2 Christensen FW
Olson ____
Sullivan ____
Terpin ____
Trout ____
Wakerlig ____

RECEIVED
JUN 19 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
Bring ____/____/____
Action ____

9400

5-18-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/8/81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blve. (Gresham)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 5/12/81 this will confirm the advance approval date of 4/8/81 to add archeological salvage to the subject project and to proceed with the necessary work at a TEC of $1,075 Federal Funds $914. A signed copy of the agreement is returned herewith.

(The above authorization does not require an additonal obligation of funds)

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO Maehring
FOR

orig CD
5-21-81

14. DATE 5/18/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9400

Gresham

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8245
Date: May 13, 1981

File No: 326-1901

TO: FRANK ROBERTS
Road Design

FROM: E. J. DUNN EJDunn
Resident Engineer

SUBJECT: Powell Blvd. - Fariss Road
Multnomah County
Project Revisions

Since our meeting last week with City of Gresham officials, I have received their response and in addition, some other possible design changes which are listed below.

1. Attached is a copy of a letter in which the City of Gresham has specifiied the revised typical section as we discussed at the meeting.
2. McClure and Schwab have discussed the Fairview-Fariss Road connection and they concur the intersection would be safer if shifted 50 feet southerly. Correspondence attached.
3. I checked on the inlet as shown on the attachment print, and labeled No. 15. This is a 15X30" concrete inlet that can be covered with a 3/8" steel plate and paved over.

Two other items have come up which will require attention when they are finalized.

1. The City of Gresham has hired a consulting firm to design a sanitary sewer, which will fall within the project corridor. I should receive this information next week and will forward directly.
2. Tri-Met is proposing a park and ride station adjacent to the project (west side) between the railroad tracks and Division Street on Eastman Avenue. This station will also accommodate two bus stops within our proposed curb section. I will submit this proposal upon receipt.

REFERRED TO
___ Beard ___ Stoudenmeyer ___
1 Cole WEC ___ Mann ___
___ Erikson ___ Watson ___
___ Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
FINAL DESIGN ENGINEER

cc: Curt Duval
Leon Brock

Attachments

1 Versteeg DC
___ Anderson W
2 Christensen
___ Olson
___ Sullivan
___ Terpin
___ Trout
___ Wakerlig

RECEIVED
MAY 14 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To ___
Bring Up ___/___
Action ___

CITY OF GRESHAM
1333 N.W. Eastman • Gresham, Oregon 97030
Telephone: (503) 661-3000

326-1901

May 8, 1981

E. J. DUNN
Project Engineer
Oregon Department of Transportation
5821 NE Glisan Street
Portland, OR 97213

Dear Mr. Dunn:

In response to your questions concerning the design of median dividers for the 221st/223rd Avenue project, it is the City's request that option "B" be initiated for final design and construction.

Six foot (6 ft.) sidewalks, a four foot (4 ft.) bikeway, eleven foot (11 ft.) and twelve foot (12 ft.) travel lanes with a fourteen foot (14 ft.) median divider is recommended. This will allow for a twelve foot (12 ft.) turning pocket with a two foot (2 ft.) type C-1 mountable curb barrier.

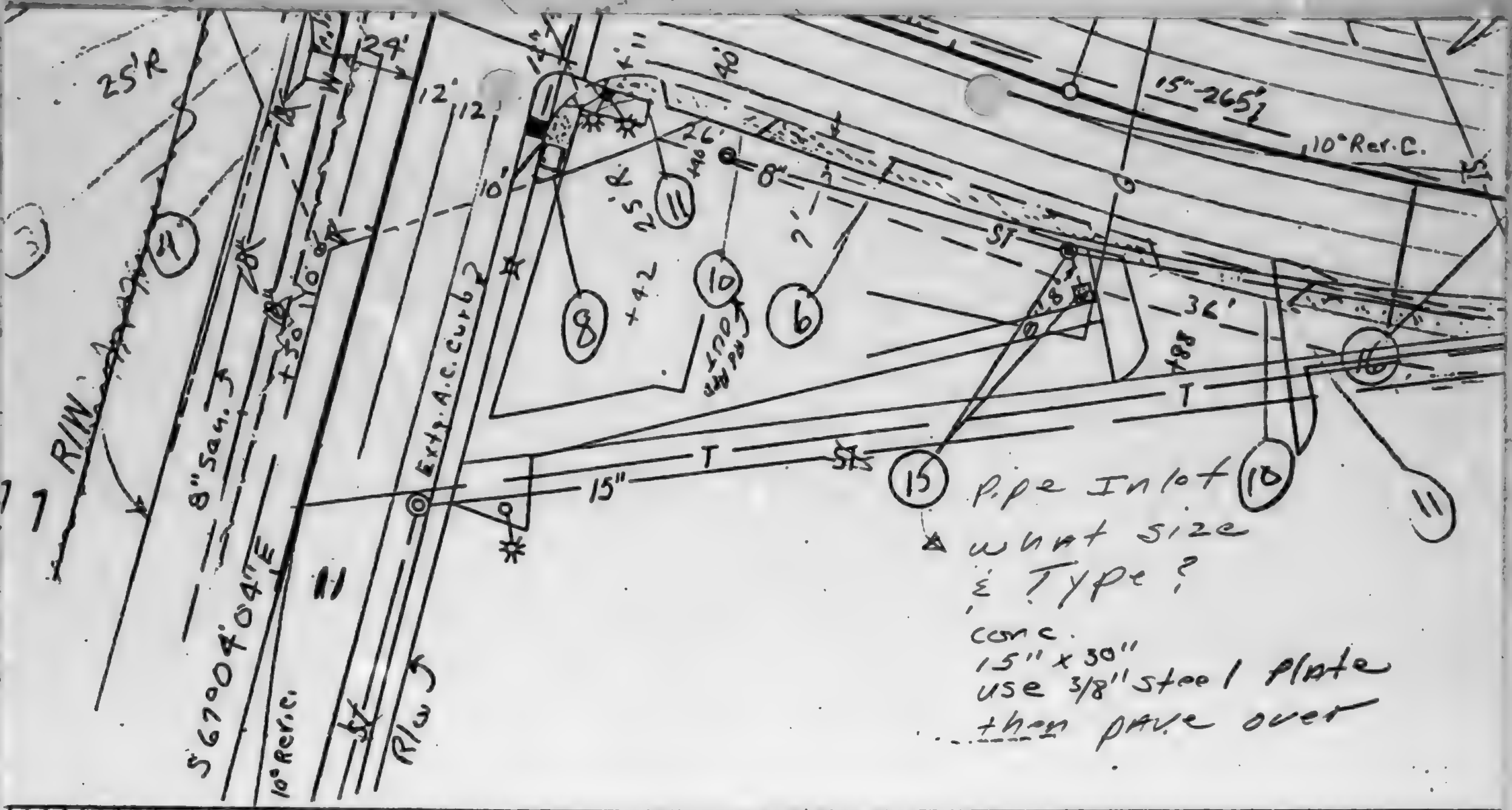
We are assuming that receipt of this letter will initiate final engineering on the project. If you have any questions, please contact me at 661-3000, ext. 388.

Sincerely,

RICK WALKER
Project Coordinator

lh

cc: Bill Cameron
Jim McClure
Leon Brock


25'R
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8" San.
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R/W
+30
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+88
3
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8
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11
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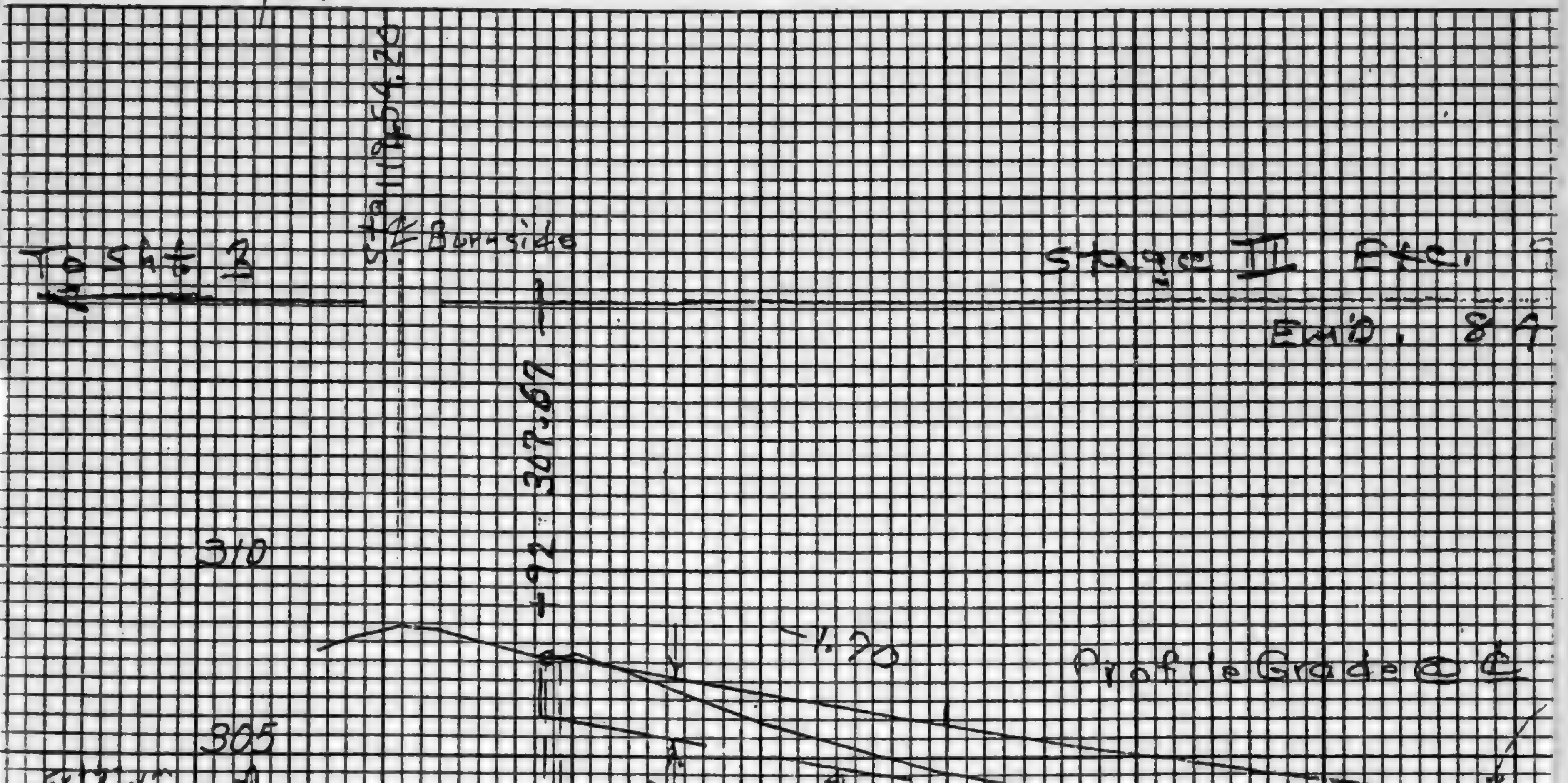
11
16

Pipe Inlet
what size
& Type?
conc.
15" x 30"
use 3/8" steel plate
then pave over


Sta 11+54.20
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To Sht 3
Stage III Exc.
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Profile Grade @ ℄
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15"-265'
Exty storm sewer
Exty 8" sanitary sewer

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO

Telephone: 238-8233
Date: May 8, 1981

File No: 326-1901

TO: E. J. DUNN
Resident Engineer

FROM: J. D. MCCLURE
Project Development Engineer
JDMcClure

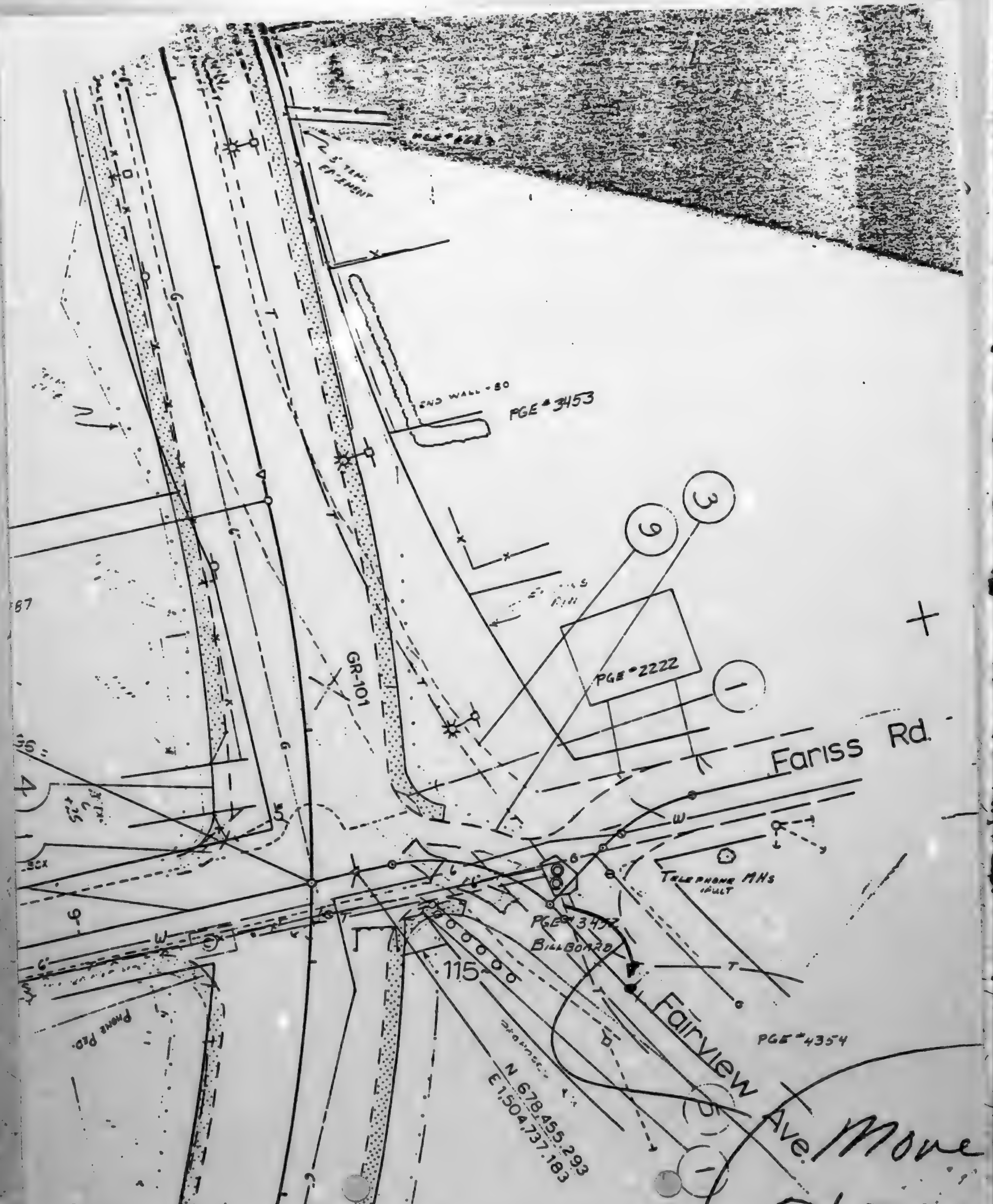
SUBJECT: Fariss-Powell Blvd.
Unit I - 221st/223rd Avenue

I have discussed the Fairview Avenue and Fariss Road intersection with Tom Schwab, and he concurs that a 50-foot shift of the center line towards the south would make the operations of the intersection safer.

Work up a design revision shifting the center line, which will also require some additional right-of-way, and forward the change to Salem.

pv

cc Don Adams
Bill Cole
Leon Brock


5' TEMP. EASEMENT
END WALL - 80
PGE # 3453
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Fariss Rd.
TELEPHONE MHs VAULT
PGE # 3497
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115
Fairview Ave.
N 678,455.293
E 1,504,737.183
PGE # 4354
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Move
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9400

5-12-81

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division
Salem, OR

4. PROGRAM NO.
5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2-18-81
8. FEDERAL ROUTE NUMBER FAU 9867
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Blvd. (Gresham) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2-18-81, I approve the relocation plan for the subject project and you are now authorized to proceed with all phases of right of way acquisition on files 51759 thru 51775, 51777, 51778, 51782, 51784, 51785, 51787, 51789, 51790, and 51818 as shown on Reight of Way Map 10C-51-16. Also, as requested, you are authorized to proceed with appraisals and appraisal reviews for the remaining files on Right of Way map 10C-51-16 subject to the timing of the appraisal work being coordinated with the future funding and authorization of the acquisition phase. TEC $758,825 - Federal funds $645,000.

RECEIVED
STATE HWY ENGR
MAY 18 '81
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Orig D 5-15-81

14. DATE 5-12-81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9400

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

May 12, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Archeological Salvage

I request approval of a program change adding archeological salvage including any or all of the phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following:

Project No.	Section
IX-9867(1)	Fariss Rd.-Powell Blvd. (Gresham)

I further request confirmation of your advance authorization to proceed with the work as of April 8, 1981. This submission also covers the second stage of archeological work under Project No. IX-9867(3).

The estimated total cost is $1,075 with no additional obligation of Federal funds at this time. Additional Federal funds will be requested when and if the need raises to justify an increase in preliminary engineering expenditure. Reimbursement will be claimed on an actual cost basis.

Attached are four copies of form "Archeology Authorization" for the project for your approval. Upon approval please return two signed copies for our files.

JLG:bkc
Attachments

cc: Gary Potter
Gary Zehner
General Files

9400

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8233
Date: May 8, 1981

File No: [redacted]

TO: E. J. DUNN
Resident Engineer

FROM: J. D. MCCLURE
Project Development Engineer

SUBJECT: Fariss-Powell Blvd.
Unit I - 221st/223rd Avenue

I have discussed the Fairview Avenue and Fariss Road intersection with Tom Schwab, and he concurs that a 50-foot shift of the center line towards the south would make the operations of the intersection safer.

Work up a design revision shifting the center line, which will also require some additional right-of-way, and forward the change to Salem.

pv

cc Don Adams
Bill Cole
Leon Brock

REFERRED TO
Beard Stoudenmeyer
1 Cole WEC Mann
Eriksen Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

Versteeg
Anderson W
Christensen
Olson
Sullivan
Terpin
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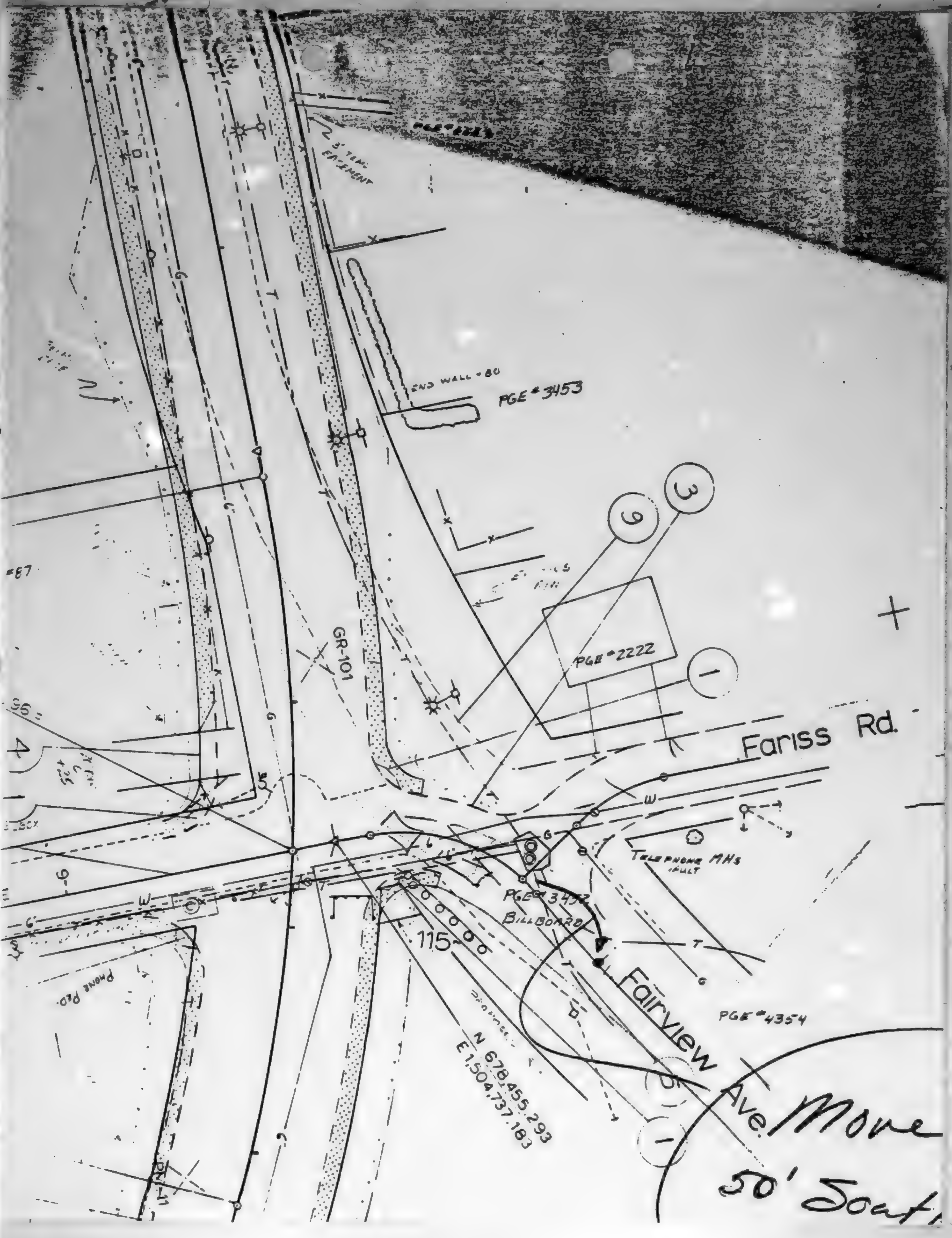
Wakerlig

RECEIVED
MAY 12 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

8' TEMP. EASEMENT
END WALL +80
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PGE#2222
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GR-101
4
Fariss Rd.
TELEPHONE MHs (BUILT)
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BILLBOARD
115
PHONE PED.
Fairview Ave.
PGE#4354
N 678,455.293
E 1,504,737.183
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Move
50' Sout

9400

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-28-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9867(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71444

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-28-81

8. FEDERAL ROUTE NUMBER FAU 9867

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Fariss Road - Powell Boulevard (Gresham) Section

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $33,000 - F.F. $28,300

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 4-9-81 letter.

(Above does not require additional obligation of funds.)

RECEIVED
STATE HWY ENGR
APR 30 '81
REFER TO Moehring
FOR
Info Inves R/D D/R Sgn Act File

orig to
4 30 81

14. DATE 4-28-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

940D

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 9, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Project No. IX-9867(1)
Fariss Rd. - Powell Blvd. (Gresham) Sec.
Multnomah County

I request authorization, after statutory requirements have been fulfilled for the Final Environmental Impact Statement, to proceed with the portion of preliminary engineering, including archaeological salvage and utility preparatory work, necessary to obtain PS&E approval with no additional obligation of funds to commence this phase of work.

JLG:bkc

cc: General Files

Form 734-3122

9400

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 18, 1981

TO: R.B. Hathaway
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 71444
Project No. IX-9867(4)
Fariss Rd.-Powell Blvd. (Gresham) Sec.
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 10C-51-16 and a relocation plan for the subject project.

I request the following:

1) Approval of the enclosed relocation plan for the project.
2) Authorization to proceed with appraisals and appraisal reviews on the entire project and authorization to proceed with the actual acquisition of files 51759 thru 51775, 51777, 51778, 51782, 51784, 51785, 51787, 51789, 51790 and 51818 at this time until sufficient funds are available to fully fund the project. The estimated total cost for the appraisal work and the files listed above is $758,825 with an obligation of $645,000 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps.

Form 734-3122

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for displaced individuals and families who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals and families who are subsequent occupants for each displaced person on this project. This assurance is based on the relocation plan. Relocation assistance will be provided from the Region 1 Right-of-Way Office at 9002 S.E. McLoughlin Blvd. in Milwaukie.

Our State relocation plan is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

This request is based on the August 5, 1977 letter to the Secretary of Transportation from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

CL:bkc
Enc.

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner w/att
General Files ✓

9400

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 18, 1981

In Reply Refer to
File No.: PRO 6-2

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Obligation of FY '81 Interstate Transfer Program
Allocation to Portland Urbanized Area

I request authorization to proceed with actions necessary to advance the various phases of work provided for by the projects listed below at an estimated total cost with obligation of Federal funds as shown:

ITEM NO.	PROJECT NO.	SECTION	WORK	TOTAL COST	FEDERAL FUNDS
10115	IX-000C(21)	East Side Signal Replacements	P.E.	$ 34,650	$ 29,450
90049	IX-000C(22)	Coliseum Area Signals (9 Loc.)	Y031	291,765	248,000
00086	IX-9956(11)	N. Col. Blvd. @ N. Portland Rd. Ramps	Y008	223,530	190,000
10117	IX-9704(5)	Sellwood Neighborhood Traffic Div.	P.E.	22,355	19,000
80360	IX-9891(3)	S.E. Division-S.E. Powell	R/W	352,950	300,000
71444	IX-9867(4)	Farris Rd.-Powell Blvd.(Gresham)	R/W	758,825	645,000
80148	IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	160,000	136,000
90183	IX-9659(7)	Clack. Hwy.-Gladstone NCL	R/W	10,000	8,500
90183	IX-9659(8)	Clack. Hwy.-Gladstone NCL	Y008	365,000	310,250
90050	IX-9659(9)	Gladstone NCL-S.E. Oatfield Rd.	R/W	9,400	7,990
90050	IX-9659(10)	Gladstone NCL-S.E. Oatfield Rd.	Y008	254,500	216,325
90283	IX-9702(5)	Harmony Rd. @ Price Fuller Rd.	R/W	2,400	2,040
90100	IX-9665(10)	Oatfield Rd. @ Lake Rd.(Milwaukie)	Y008	211,100	179,435
10118	IX-9473(3)	S.W. Madrona-Jean Rd.(Lake Oswego)	R/W	516,000	438,600
90048	IX-9714(6)	Clack. Hwy.-32nd Ave.(Milwaukie)	Y008	250,120	212,600
90150	IX-9091(9)	Allen Blvd.-S.W. Scholls Ferry Rd.	R/W	52,950	45,000
90150	IX-9091(10)	Allen Blvd.-S.W. Scholls Ferry Rd.	Y008	334,710	284,500
10119	IX-9088(3)	Murray Blvd.-Alice Lane (Beaverton)	R/W	445,000	378,250

JLG:pf

cc: Gary Zehner
General Files

9406

AG.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: December 8, 1980

FROM:
Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT:

MISC. CONTRACTS and
AGREEMENTS No. 6184

AGR 175
Fariss Road-Powell Blvd. Section
N. E. 223rd Avenue
City of Gresham
Multnomah County

Attached is one fully executed document for the City and a copy for your files of the subject agreement.

The project will be programmed.

AE
mp
Attach.

cc: Ed Hardt, w/c
Finance, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
Description, w/c
Title, w/c
Relocation, w/c

12/10/80
[illegible]

9400

Gresham

ROAD DESIGN SECTION 378-6558

R. A. Sandmann
Metro Special Projects Coordinator

November 14, 1980

W. H. Wakerlig
R/W Description Engineer

Gresham City Hall Section

Enclosed are a mylar print and paper print of the private survey for the Gresham City Hall Station.

While tracing ownerships, by deeds, on Fariss to Powell project we determined Multnomah County owns additional right of way in the N.W. quadrant of intersection between S.E. Division Street and N.W. Eastman Avenue. This ownership and recording data is shown on the paper print.

Please furnish a revised land acquisition map to this office.

WHW:rlr
Attachment

19100

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

noted
H. S. COULTER

In Reply Refer to
File No.: ROW 18-2

August 12, 1980

Mr. Craig Reiley, Administrator
Rate and Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Applications
Crossing Nos. 4C-3.21 & 4A 15.20
Eastman Avenue & Towle Road
Gresham and Multnomah County
5 x F 1086

Dear Craig:

Enclosed is the original and ten (10) copies of two (2) applications in the name of Oregon Department of Transportation in behalf of Gresham and Multnomah County regarding the subject grade crossings.

Cordially,

R D Trygstad

Roger D. Trygstad
Railroad & Utility Engineer

RDT:csr
Encl.
cc: H. S. Coulter, w/copy
R. N. Bothman, "
E. L. Hardt, "
C. T. Keasey, "
D. E. Swan, "
J. L. Sollis, w/copy

RECEIVED
STATE HWY ENGR
AUG 13 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXP ____________

PUC Crossing No. 4C-3.21

DOT-AAR Crossing No. 863 139R

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation
(name of applicant)

Highway Division, on behalf of the City of Gresham

for the authority, pursuant to ORS 763. 030 (020/030/040), to

Alter/change protection at (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of NW Eastman Avenue
(name of street or highway)

and Portland Traction Company
(name of railroad company)

Springwater Line
(name of railroad main or branch line or other trackage)

in (in/near) Gresham (name of city/town/rail station), Multnomah (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected —

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ____________

XXX Federal-Aid Highway System funds.*
85% FHWA (Interstate Transfer Funds) 15% Local Match

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

Project scheduled to commence October, 1981
completion October, 1982

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) X Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) ____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)________________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: City of Gresham

Address: 1333 NW Eastman 97030

Name of Applicant's Contact Person and Telephone No. David Rouse 661-3000

2. Statutory authority under which this application is made: ORS 763. 030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 4C-003.21

b. City Gresham

c. Nearest railroad station Linneman Jct.

d. County Multnomah

e. The proposed project is to be in the ____ 1/4 of the ____ 1/4 of Section 4, Township 1S, Range 3E, W. M.

4. a. Name of public highway involved in this project:

NW Eastman Street

b. Name of public authority with jurisdiction over this highway:

Gresham, City of

5. Name of railroad involved in this project: Portland Traction

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. City of Gresham g. Portland General Electric

b. Portland Traction Company h. Federal Highway Administration

c. Southern Pacific Transportation Co.

d. Union Pacific Railroad Company

e. Tri-Met

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
With the demise of the Mt. Hood Freeway (1976) $200 million became available for substitute transportation improvements. The East Multnomah County circulating needs in the north-south traffic flow are woefully inadequate, especially in the growing community of Gresham. This project will provide a north-south arterial route to improve access to the east-west arterials and the Banfield via Burnside.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? yes (yes/no)

b. If yes, why? see above

9. Is the crossing involved (to be) a separated crossing? no (yes/no)

In addition access to the CBD will be improved. The roadway will provide an increased N-S capacity, relieving congestion in the CBD, improving emergency vehicle access. The roadway will begin a new alignment south of Fariss Road through the old Multnomah County Fairgrounds, across Powell Blvd. parallel w/ PT Co tracks across new bridge at a widened Towle Road.

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? no (yes/no)

If no, why not? Too costly, insufficient clearnace

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

Generally tangent

(2) *Width—The highway is 24 feet wide at the crossing at present; after completion of the project, it will be 66 feet wide at the crossing; consisting (from E (N or E) to W (S or W)) of:

At present—			After completion—		
			Sidewalk	7	feet Sidewalk
Shoulder** of	--	feet	Shoulder of	4	feet bike path
1 lane(s) at	12	ft. ea.	1 1 lane(s) at	11 12	ft. ea.
Median of	--	feet	Median of	12	feet
lane(s) at	12	ft. ea.	1 1 lane(s) at	12 11	ft. ea.
Shoulder of	--	feet	Shoulder of	4	feet bike path
			Sidewalk	7 feet	

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—

	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	asphalt	asphalt
Type of surface of traveled way:		
on approaches	asphalt	asphalt
at crossing	asphalt	asphalt
Type of surface on shoulders:	gravel	asphalt
Condition of surface:		
on approaches	good	good
at crossing	good	good
Is highway curbed on the approaches?	no	yes 7" non-mountable
Is there one or more sidewalks at this crossing?	no	yes (2) @7'

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

Sidewalks both approaches to Xing located behind 7" non-mountable curb.

(4) Gradient, going toward crossing on—

	At present:	After completion:
N (N or E) approach	± 0 %	± 0 %
S (S or W) approach	± 0 %	± 0 %

(5) Nearest public roadway intersection on each approach—

(a) N (N or E) approach: 300 ft; ADT 500 City Center (F.D.)

(b) S (S or W) approach: 350 ft; ADT 18,000

Name of road or highway:

(a) Access to Memorial Eductional & Service Center

(b) Division Street

Public authority with jurisdiction over road or highway:

(a) City of Gresham

(b) Multnomah County

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter—see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) no (yes/no); (b) no (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

2 Crossbucks, 2 Advance Warning Signs, 2 Multiple Track Signs

b. Are all the devices to remain up to current standards? To be removed

b. The Railroad

	At present:	After completion:
(1) Number of tracks—	2	2

Name of each track from N (N or E) to S (S or W):

Passing track

Main track

(2) Angle of intersection—	80 °	80 °

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

Tangent

11.b. (Continued)

(4) Nearest switch—

	At present:	After completion:
E (N or E) of crossing:	612 ft.	612 ft.
W (S or W) of crossing:	686 ft.	686 ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 1500; After completion 6500;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on N (N or E) approach:	25 mph	35 mph
on S (S or W) approach:	25 mph	35 mph
At crossing:	same mph	35 mph
Posted speed limit on approaches:	N/A mph	35 mph

(3) Direction of traffic flow: N-S (N & S, etc.)

b. The Railroad

(1) Train movements— (avg. per day)

	At present:	Expected after completion:
Freight trains:	1-5 trains weekly as necessary	same
Switching movements:	N/A	--
Passenger trains:	N/A	--

(2) Speed of trains—

Maximum allowable:	15 mph	15 mph
Typical:	5 mph	5 mph
Slowest Normal:	0 mph	0 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

	The motor vehicle operator can see along the railroad . . .
N (N or E) approach:	900 ft. to right; 350 ft. to left
S (S or W) approach:	700 ft. to right; 900 ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 150 ft. to right; 400 ft. to left

S (S or W) approach: 175 ft. to right; 200 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

N/A

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices—

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

no (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ________ (yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

---

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: 2B Cantilevered flashing light signals

Number of such devices: 2 ; To be located as follows: No closer than 12 centerline track to signal, 4' 1" behind the fale of curb, 37 feet from centerline of median to centerline signal mast.

(1) Who will perform the installation: Portland Traction Co.

(2) Estimated cost of installation: $85,000 *** includes #4 Auto. gates

(3) Who will pay for said installation?

Name of Party	Percent of Cost
*FHWA (ODOT Contract)	85%
City of Gresham (Local match)	15%

(4) Who will maintain these devices? Portland Traction Company

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Portland Traction Company	100%

*** Include cost of furnishing the protective devices(s).

FHWA
All work preformed by ODOT Contract

14. (Continued)

b. Protection type: Commissioners Std. #4 Automatic Gates

Number of such devices 2 ; To be located as follows: In conjunction with Commissioners Std. #2B devices.

(1) Who will perform the installation? Portland Traction Company

(2) Estimated cost of installation: $ Included in $85,000 cost

(3) Who will pay for said installation?

Name of Party	Percent of Cost
FHWA (ODOT Contract)	85%
City of Gresham	15%

(4) Who will maintain these devices? Portland Traction Company

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Portland Traction Company	100%

c. Protection type: Advance warning pavement markings !AWS!

Number of such devices: 4 sets ; To be located as follows: At the crossing [illegible]) safe stopping distance. Stop clearance lines (4 sets) located one foot in advance of point where gate crosses Rd.

(1) Who will perform the installation? FHWA (ODOT Contractor)

(2) Estimated cost of installation: $ 1,500

(3) Who will pay for said installation?

Name of Party	Percent of Cost
FHWA (ODOT Contract)	85%
City of Gresham	15%

(4) Who will maintain these devices? City of Gresham

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Gresham	100%

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: 7" non mountable curbing

Number of such devices: ________; To be located as follows: through out crossing approaches (Beyond SSD)

(1) Who will perform the installation? FHWA by ODOT Contractor

(2) Estimated cost of installation: $ Cost included in total road project

(3) Who will pay for said installation?

Name of Party	Percent of Cost
FHWA	85%
City of Gresham	15%

(4) Who will maintain these devices? City of Gresham

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Gresham	100%

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Portland Traction Company

Estimated cost of this portion: $

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: FHWA by ODOT Contract

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

85% FHWA through (ODOT Contract) - 15% City of Gresham

b. Remainder of crossing area 85% FHWA (ODOT Contract) - 15% City of Gresham

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Portland Traction Company

b. Remainder of crossing area: City of Gresham

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Portland Traction Company 100%

b. Remainder of crossing area: City of Gresham 100%

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track—constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks—island circuits.)

4 - Island Track Circuits (2-one ea.way ea trk) &

4 - Railroad Stop Signs

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

yes (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

PGE poles numbers not available located in NW/SW0X

SECTION III. Separated Crossings

21. At the crossing, the highway will be ____________ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

__________ (yes/no)

If no, please give reasons why attenuators are not necessary:

____

____

____

22. Who will construct the structure?

____

____

23. Who will pay for such construction?

Name of Party	Percent of Cost

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ____________________________

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ____________________________

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

____

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? ________
(yes/no)

If so, describe (and attach complete drawing): ______________________________

____

____

____

____

28. Is a temporary crossing at grade necessary during the construction period? ________
(yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary?
(Furnish specific dates if possible.)

____

____

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A:

Route B:

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A — 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A:

Route B:

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A:

Route B:

33. Will emergency services to or from the area served by the crossing to be closed be adversely affected?

______
(yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties in interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect:

______

______

______

34. What protective devices are currently installed at the crossing to be closed?

______

______

35. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed?

______
(yes/no)

36. Describe how the crossing will be closed. (Barricades, roadway surface removal, roadway relocation, appropriate signing, etc.) ______

______

______

______

37. Who will close the crossing? ______

38. Who will bear the expense of closing the crossing? ______

______

39. Who will maintain the barricades, if any, at the closed crossing?

______

40. Who will pay for said maintenance? ______

______

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? ________
(yes/no)

If yes, list and explain: PUC staff is conducting study of feasibility of closing 4A-014.20 in conjunction with completion of SW Highland Drive over-crossing 4A013.80-A.

If no, explain why not: ________

42. Other items of construction and cost distribution:

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? yes
(yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: ________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 11 day of August, 1980.

(Applicant)

(Attorney)

PUC Form 202 (30) 1-80
Page Seventeen (Section V)

I, H. S. Coulter, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Coulter

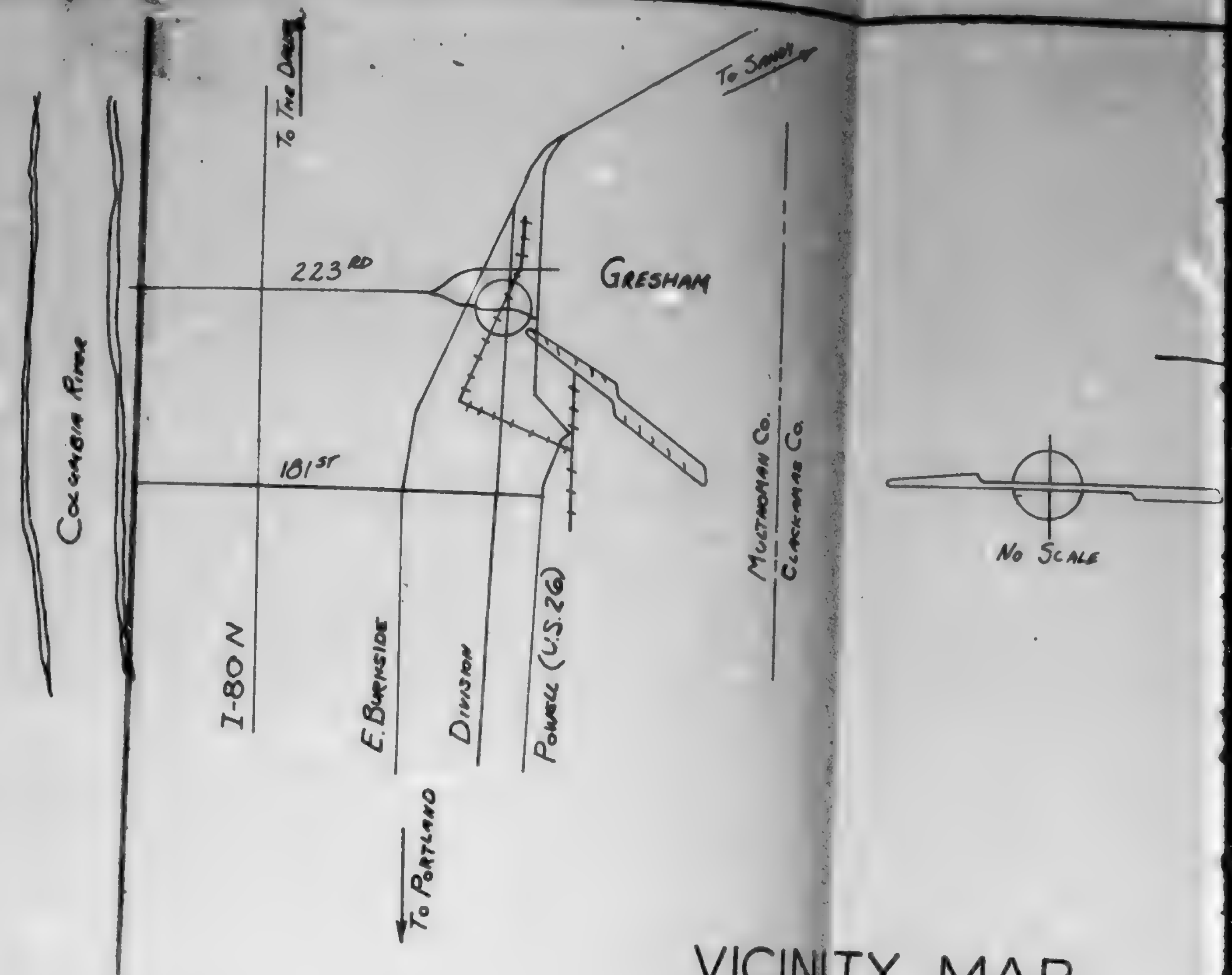
STATE OF OREGON)
) ss.
County of Marion

Subscribed and sworn to before me this 11th day of August, 1980

(Notary Public for Oregon)

My Commission Expires: 12-18-80

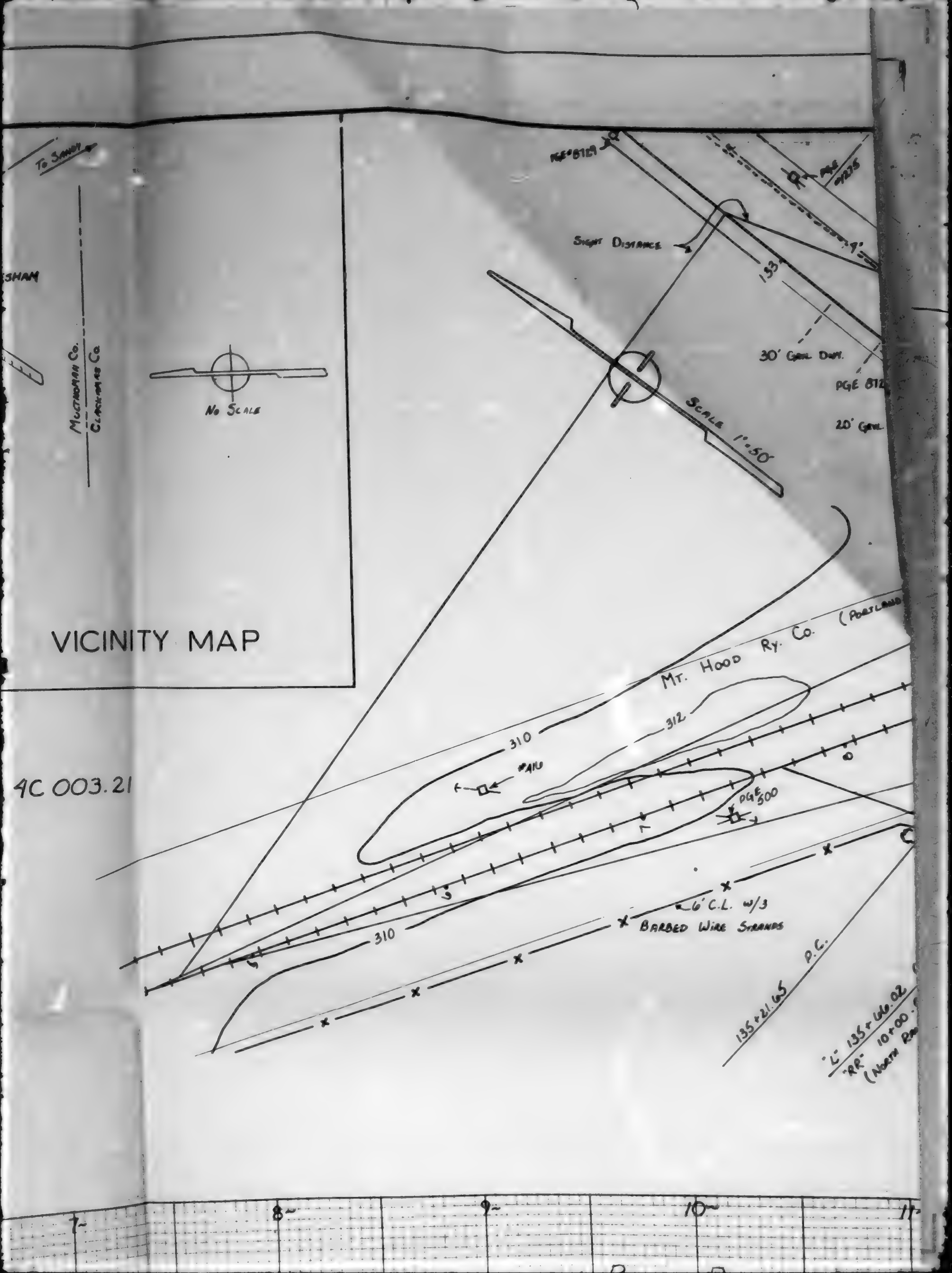
PUC Form 202 (30) 1-80
Signature Page

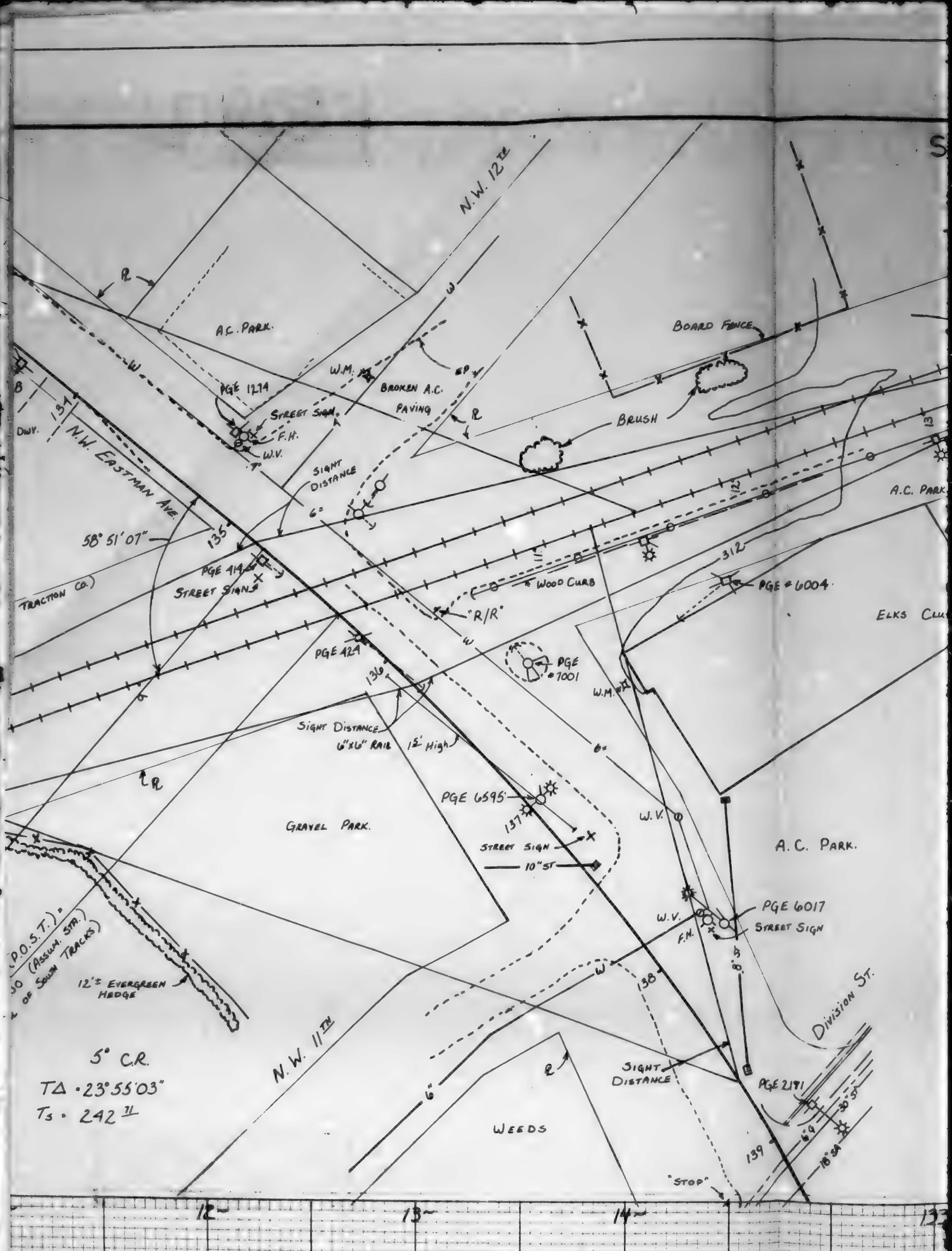

To The Dalles
To Sandy
223RD
Gresham
181ST
Columbia River
I-80N
E. Burnside
Division
Powell (U.S. 26)
Multnomah Co.
Clackamas Co.
To Portland
No Scale

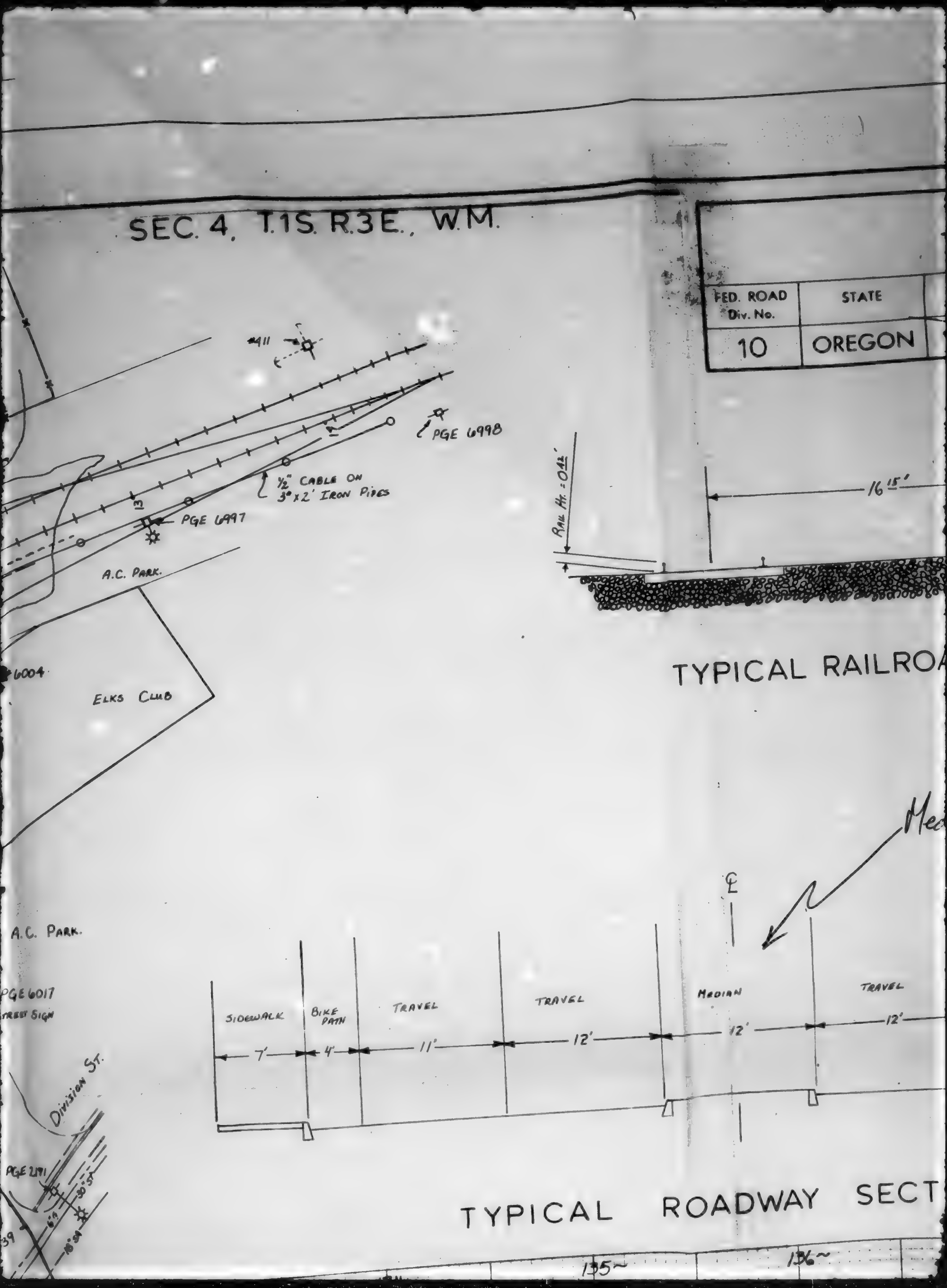
VICINITY MAP

Note: Existing Crossing Permit No. 4C 003.21

6~ 7~ 8~


To Sandy
SHAM
Multnomah Co.
Clackamas Co.
No Scale
VICINITY MAP
4C 003.21
PGE 8129
PGE #9275
Sight Distance
133'
9'
30' Gen. Dwy.
PGE 812
20' Gen.
Scale 1"=50'
Mt. Hood Ry. Co. (Portland
310
312
#410
PGE 500
6' C.L. w/3 Barbed Wire Strands
310
135+21.65 P.C.
"L" 135+66.02
"RR" 10+00.
(North Ra
7
8
9
10
11


N.W. 12TH
R
A.C. PARK
W
W.M.
EP
BROKEN A.C. PAVING
R
BOARD FENCE
BRUSH
PGE 1274
STREET SIGN
F.H.
W.V.
B
DWY.
134
N.W. EASTMAN AVE.
SIGHT DISTANCE
6"
58° 51' 07"
135
PGE 414
STREET SIGN
TRACTION CO.)
12
13
A.C. PARK
WOOD CURB
"R/R"
312
PGE #6004
ELKS CLU
W
PGE 424
PGE #7001
136
W.M.
SIGHT DISTANCE
6"x6" RAIL 15' HIGH
6"
℄ R
PGE 6595
137
GRAVEL PARK
W.V.
A.C. PARK
STREET SIGN
10TH ST
PGE 6017
W.V.
F.H.
STREET SIGN
8.5
(P.O.S.T.) =
30 (ASSUM. STA.)
℄ OF SOUTH TRACKS)
12'± EVERGREEN HEDGE
W
138
DIVISION ST.
N.W. 11TH
R
SIGHT DISTANCE
PGE 2171
30.5'
6.9
18.5'
6"
5° C.R.
TΔ = 23°55'03"
Ts = 242.71
WEEDS
139
"STOP"
12
13
14
13

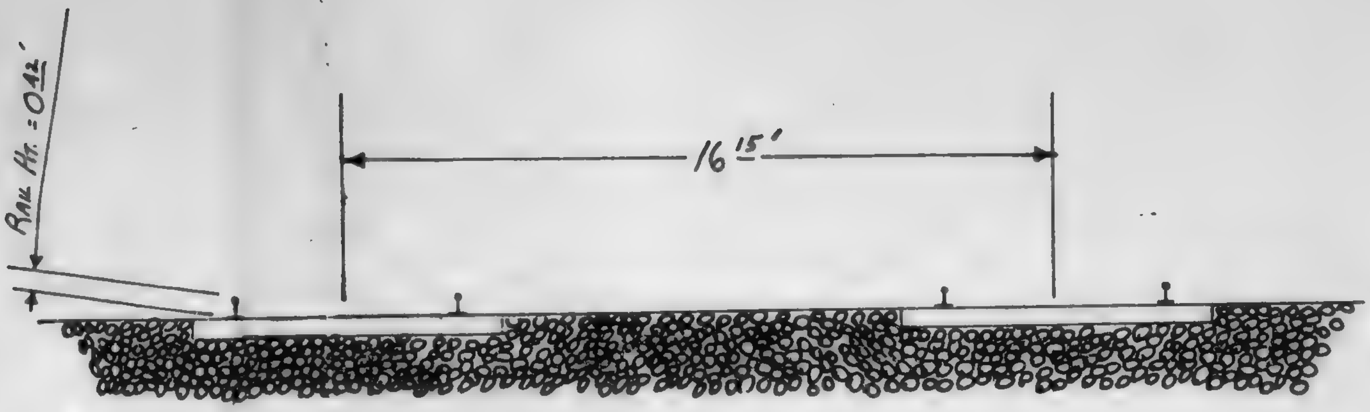

SEC. 4, T.1S. R.3E., W.M.
#411
PGE 6998
½" CABLE ON 3" x 2' IRON PIPES
13
PGE 6997
A.C. PARK.
6004
ELKS CLUB
A.C. PARK.
PGE 6017
STREET SIGN
DIVISION ST.
PGE 2191
6'9
30'51
18'54
39
RAIL HT. = 0.42'
16.15'
℄
Mea
SIDEWALK
BIKE PATH
TRAVEL
TRAVEL
MEDIAN
TRAVEL
7'
4'
11'
12'
12'
12'
135
136

FED. ROAD Div. No.	STATE
10	OREGON

TYPICAL RAILROA

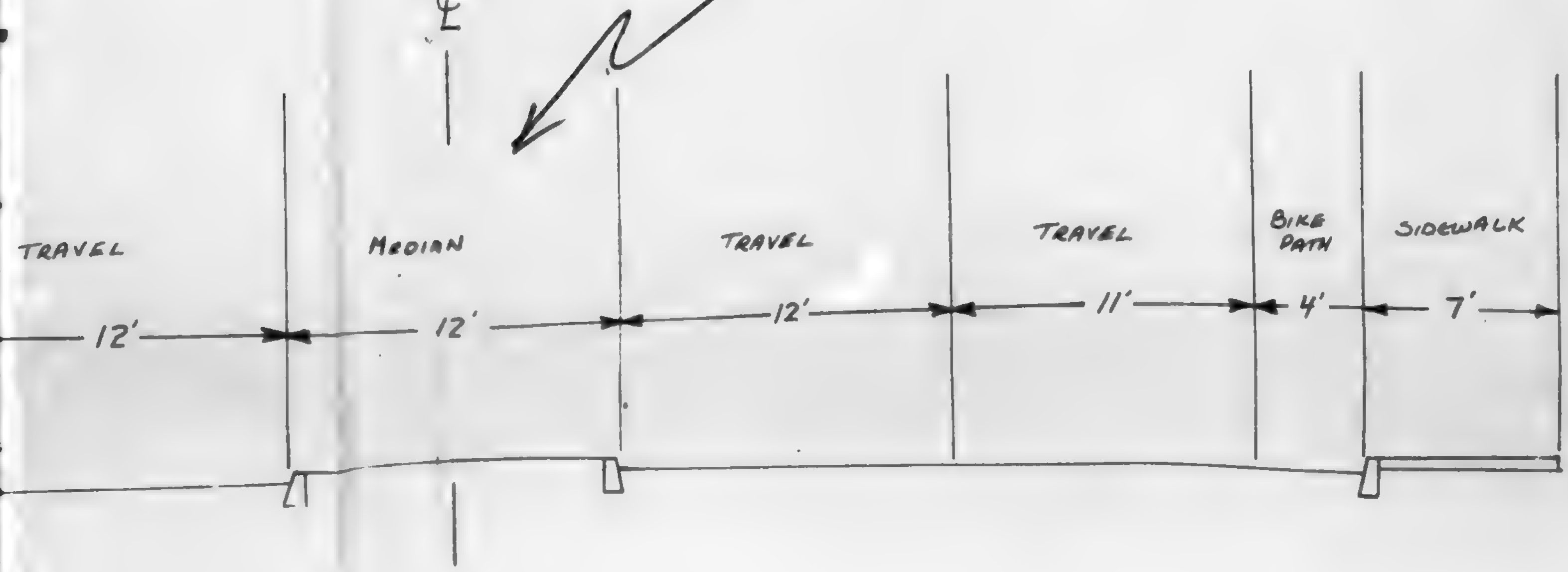
TYPICAL ROADWAY SECT

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


RAIL HT. = 0.42'
16.15'

TYPICAL RAILROAD SECTION

Median will not be curbed


℄
TRAVEL
MEDIAN
TRAVEL
TRAVEL
BIKE PATH
SIDEWALK
12'
12'
12'
11'
4'
7'

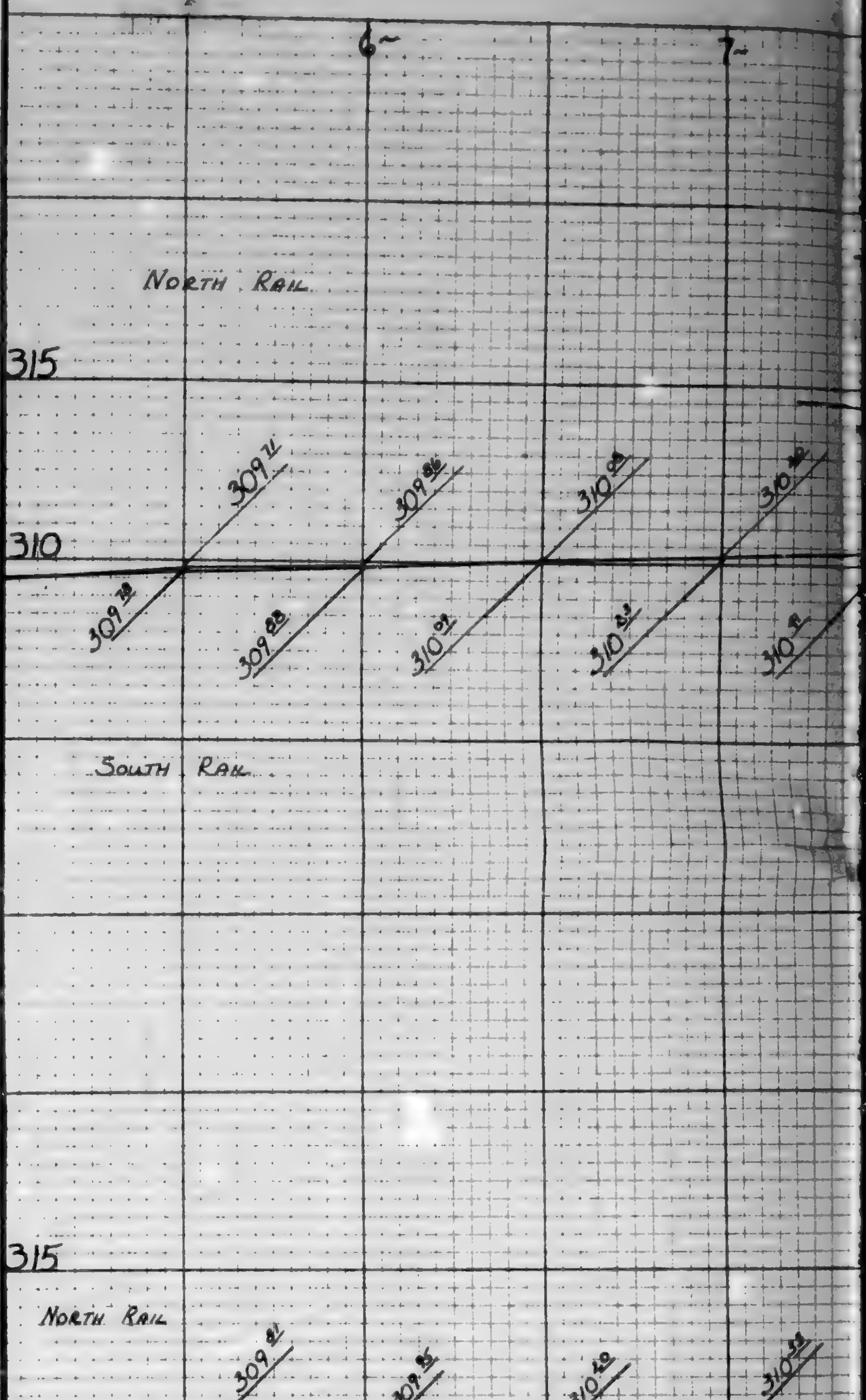
CAL ROADWAY SECTION

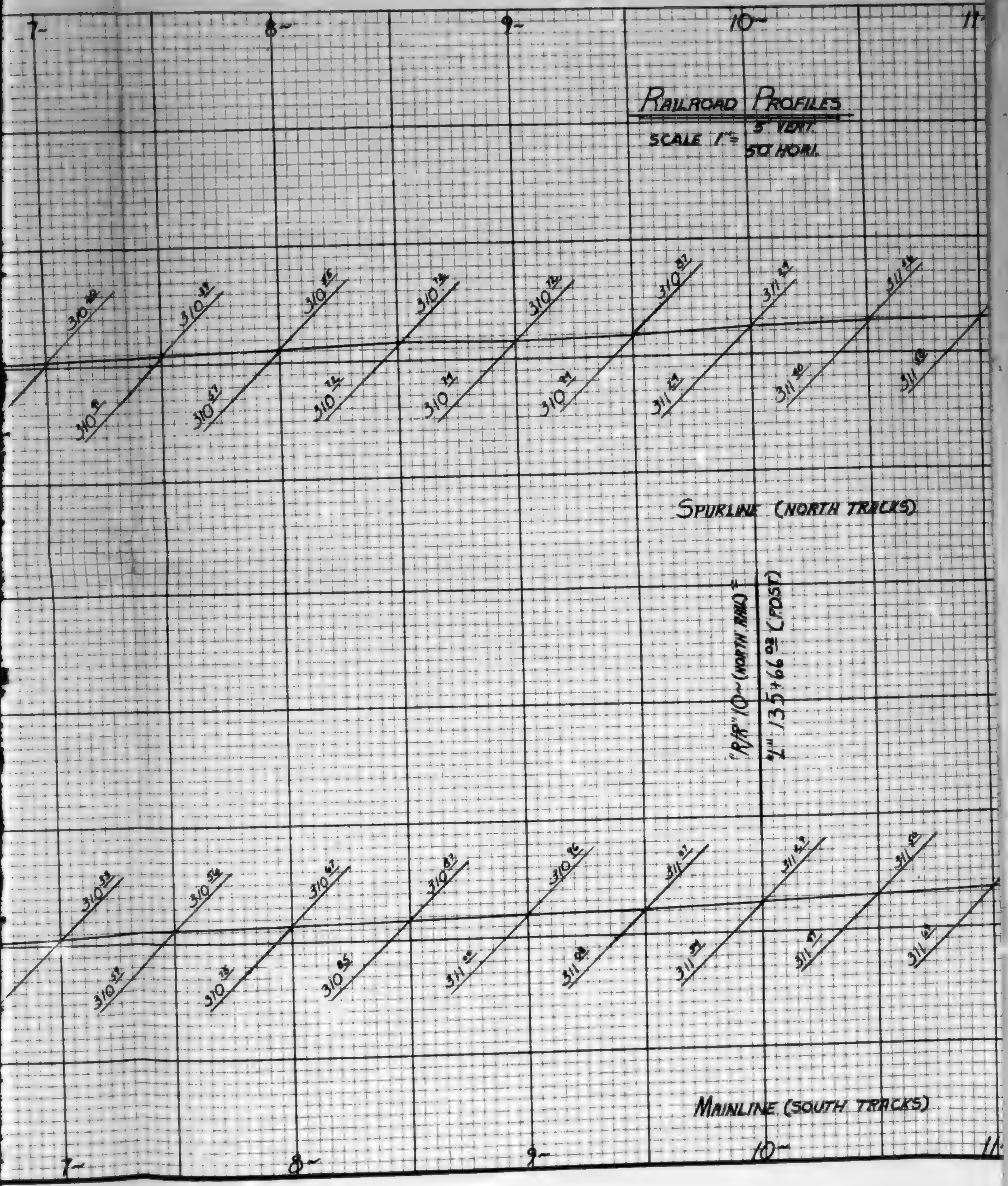
135~ 136~ 137~ 138~

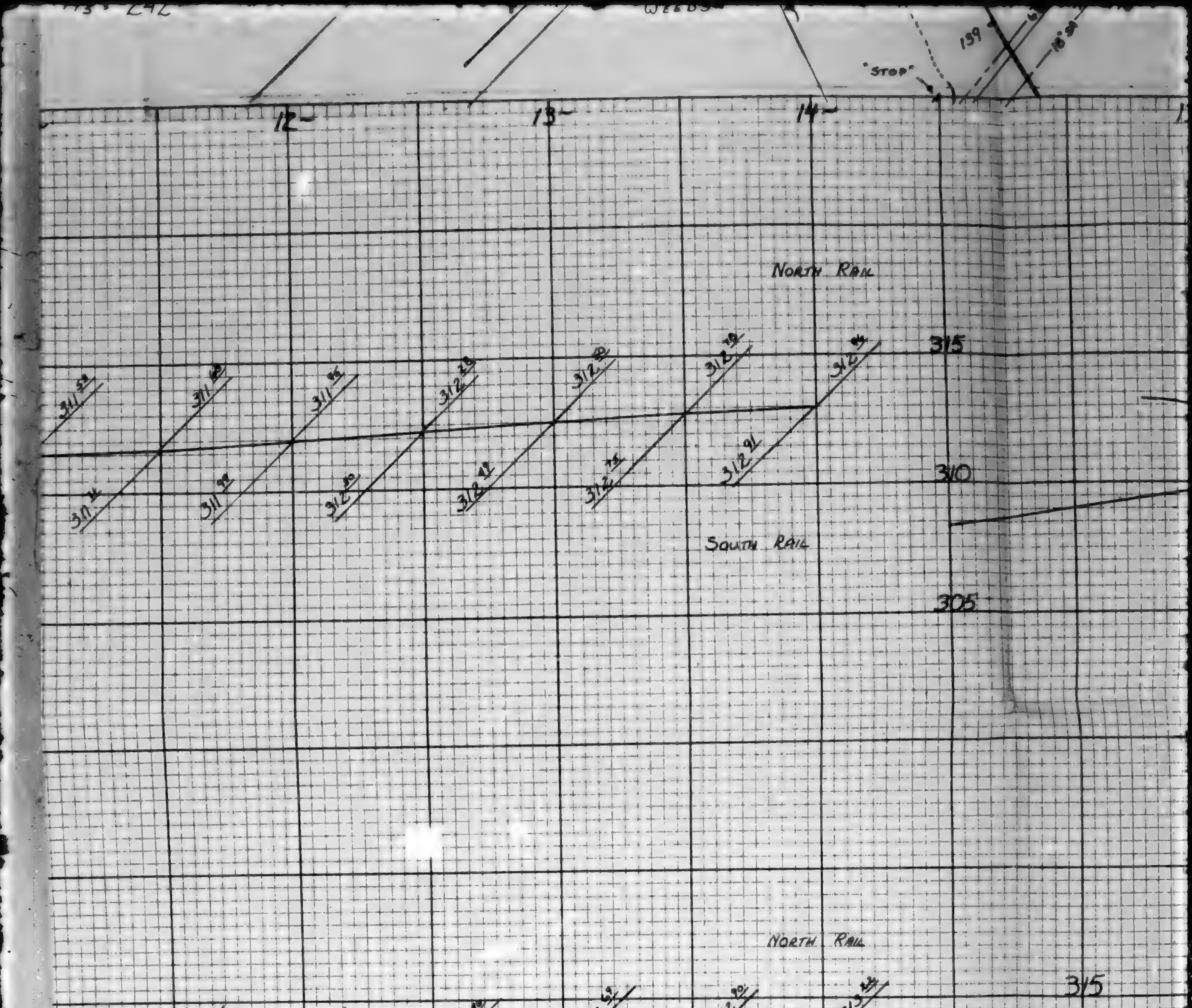
POWELL FARISS
RAILROAD VICINITY & PROFILE
329-1601

ROLL NO. 11

13U-12A



RAILROAD PROFILES
SCALE 1" = 5' VERT. / 50' HORI.
7~
8~
9~
10~
11~
310^{40}
310^{57}
310^{65}
310^{74}
310^{72}
310^{87}
311^{04}
311^{14}
310^{51}
310^{67}
310^{74}
310^{84}
310^{84}
311^{07}
311^{20}
311^{40}
SPURLINE (NORTH TRACKS)
"R/R" 10~ (NORTH RAIL) =
"L" 135+66.03 (POST)
310^{53}
310^{56}
310^{67}
310^{83}
310^{96}
311^{07}
311^{24}
311^{30}
310^{57}
310^{75}
310^{85}
311^{00}
311^{08}
311^{37}
311^{47}
311^{61}
MAINLINE (SOUTH TRACKS)
7~
8~
9~
10~
11


WEEDS
"STOP"
139
10 58
12
13
14
NORTH RAIL
315
311 53
311 82
311 96
312 28
312 52
312 79
312 97
311 16
311 98
312 30
312 49
312 75
312 91
310
SOUTH RAIL
305
NORTH RAIL
315
311 69
311 96
312 12
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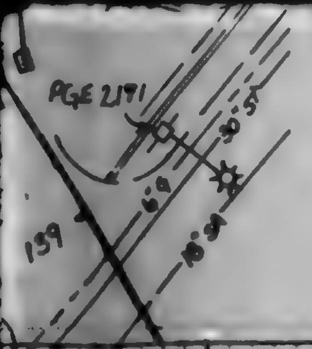
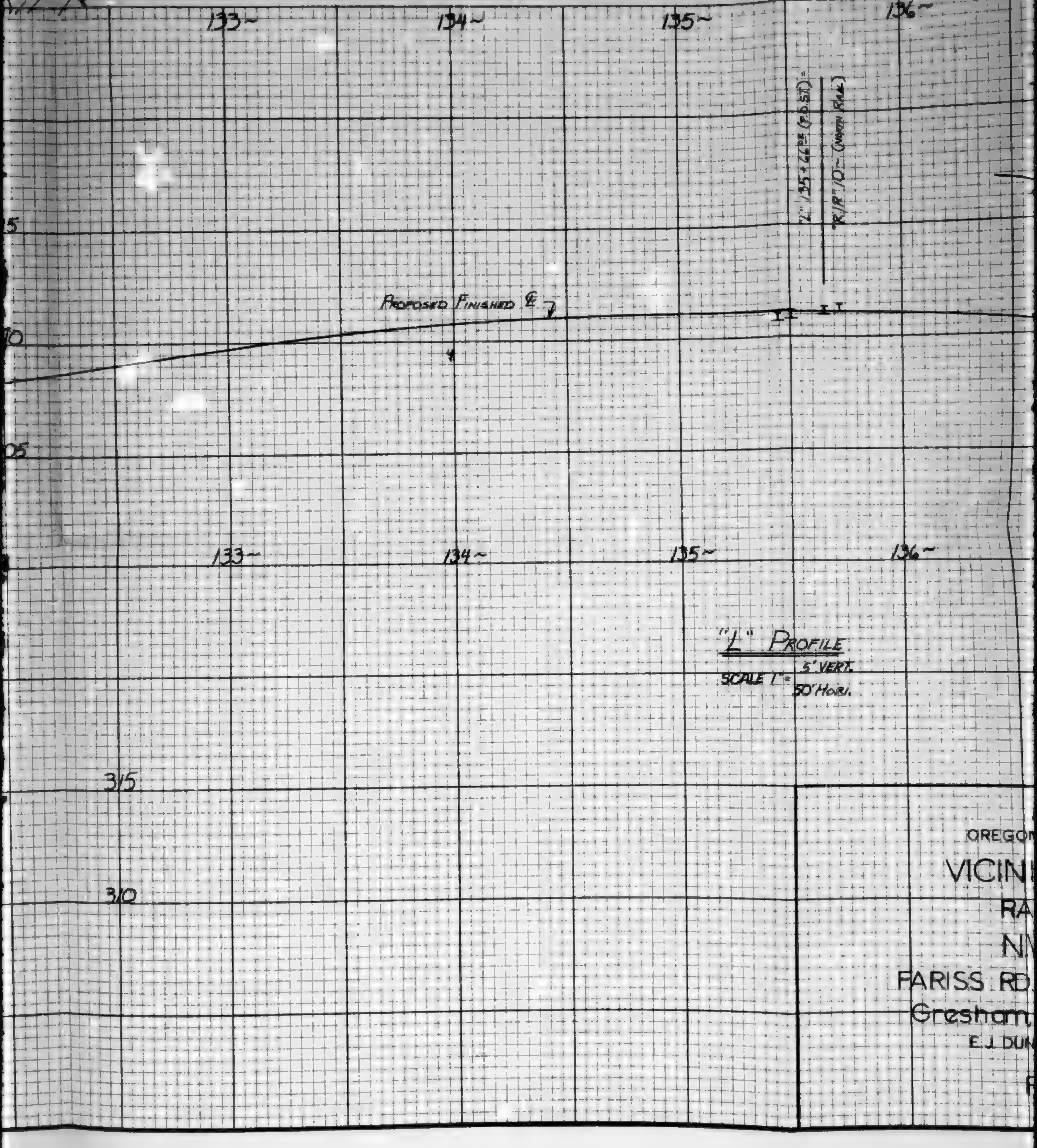
310
SOUTH RAIL
12
13
14


PGE 2191
139
6.0
30.5
18.0

TYPICAL ROADWAY SEC


133~
134~
135~
136~
"L" 135+66.02 (P.D.ST.) =
"R/R" 10~ (NORTH RAIL)
PROPOSED FINISHED ℄
15
10
05
315
310

"L" PROFILE

SCALE 1" = 5' VERT.
50' HORI.

OREGON

VICIN

RA

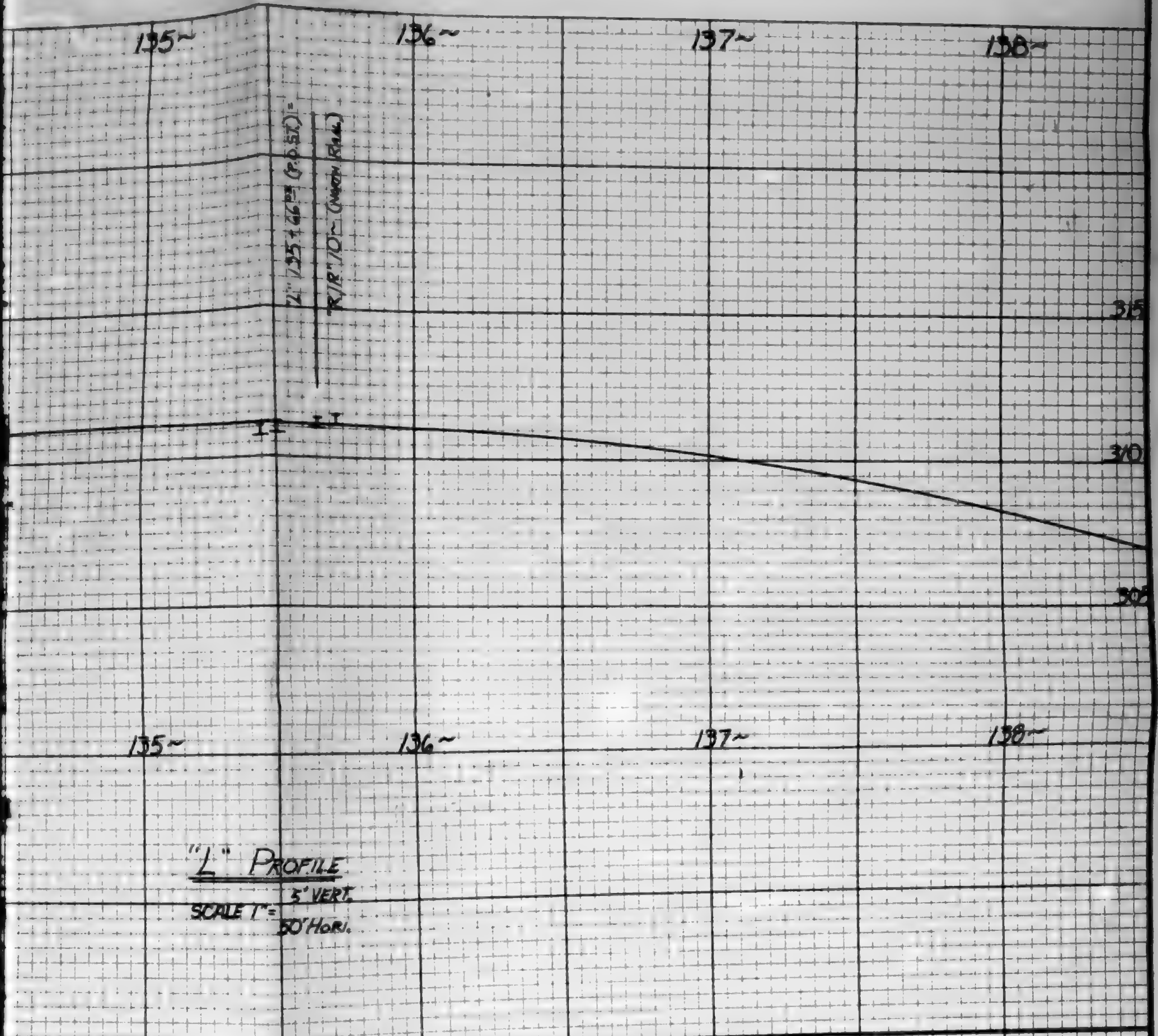
NM

FARISS RD.

Gresham,

E.J. DUN

YPICAL ROADWAY SECTION


135~
136~
137~
138~
"L" 135+66 P.I. (P.O.S.T.) =
"R/R" 10~ (North Rail)
315
310
305
135~
136~
137~
138~
"L" PROFILE
SCALE 1" = 5' VERT. 50' HORI.

OREGON DEPARTMENT OF TRANSPORTATION

VICINITY MAP & PROFILE

RAILROAD CROSSING

N.W. EASTMAN AVE

FARISS RD. - POWELL BLVD. SECTION

Gresham, Ore. Multnomah Co.

E.J. DUNN; RES. ENG'R AUG 1979

Prefix 326-1901

#4400

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

July 30, 1980

In Reply Refer to
File No.
226-1904 (120)

NOTED
E. S. HUNTER

The Hon. Al Meyers
Mayor of Gresham
1333 N.W. Eastman
Gresham, OR 97030

Copy
Cor 21-10 Gresham Sp

#9855

Subject: Fariss Road to Powell Boulevard and
Powell Boulevard to Butler Road Projects

The Federal Highway Administration has withheld design approval of these projects pending a satisfactory resolution of the noise mitigation question. They have taken the stance that insufficient funding is not an adequate reason for rejecting cost effective noise mitigation work. I've attached a copy of the Federal Highway Administration memo stating this. You may recall that the recommended noise barriers were in the section from Powell Boulevard to Johnson Creek.

On the surface, the Federal Highway Administration's point is difficult to refute. If the barriers are considered practical and cost-effective (a judgement), then they should be incorporated into the project plans as part of the project. The Oregon Department of Transportation, acting as technical consultant to the City of Gresham, found the barriers to be both practical and cost-effective. This information is contained in the project Draft Environmental Impact Statement.

In order to resolve this, would you please explore with your staff the following items:

1. The cost-effectiveness and practicality are both a matter of judgement. The principal method we used to determine cost-effectiveness is cost/dBA reduction/dwelling unit. Are there other factors the City of Gresham used to arrive at its decision, other than project costs?

2. Are there other factors which would have a bearing on the matter, such as:
   a) Objections to mitigation raised by property owners at the public hearing. This could include expressions of concern about the loss of visibility to the roadway, visual dominance of the barrier, safety, or other related concerns.
   b) Highway safety (sight distance).
   c) Acceptance of walls in some areas to provide partial mitigation in lieu of full mitigation.

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Info	Inves	R/D	D/R	Sign	Act	File

d) Requirements on developers to set aside the right-of-way for the roadway prior to development.

e) The presence of any noise mitigation requirements placed on developers.

If there are no other compelling reasons for not constructing the noise barriers, then we suggest the City of Gresham reconsider its decision.

With regard to e) above, it would be necessary to have documentation of the requirements placed on the developer and some assurance as to their enforcement before we could expect the Federal Highway Administration to grant an exception to project construction of walls.

The best justification would be documentation of conditions placed upon the developers; that noise mitigation was not expected or was the responsibility of the developers themselves.

This issue was forseen some time ago; Jim Kellar has indicated that noise mitigation, as well as reservation of the projects' right-of-way was the developers responsibility. Documentation of these requirements has been requested by Steve Crouch, but has not yet been received. The project has been shelved at the present time, until this issue can be resolved.

My staff and I are available to discuss this problem, to assist the city in developing a solution. The matter needs to be resolved as soon as possible to maintain its schedule.

Robert N Bothman

Robert N. Bothman
Metropolitan Administrator

RNB:JDM:PE
Attachment

cc: Jim Kellar
Diane Jones
Bebe Rucker
Oliver Domreis

bcc: D. Adams, J. McClure, M. Klotz, G. Kaiser, E. Hunter, G. Potter, T. Arnold, S. Crouch

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9367(1) & IX-9867(3)
Fariss Road to Butler Road Connector
223rd/221st Avenue/Towle Road
Final Environmental Impact Statement
FHWA-OR-EIS-79-09-F

Date: July 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

Page 3-61 of the subject document states that noise walls number one through five are judged to be cost effective. However, none are recommended for construction as the Gresham City Council unanimously passed a resolution which recommends no barriers be constructed as they do not have the funds available for such work.

Section 109(i) of 23 U.S.C. specifically requires that noise standards be applied to all Federal-aid projects on all Federal-aid systems.

FHPM 7-7-3, Paragraph 6(f) states that Type IB Projects shall incorporate noise abatement measures. Paragraph 7b(5) states that "... Federal law requires a determination that noise abatement measures needed to implement the noise standards have been incorporated into the project plans and specifications before they are approved. ..."

Approval of the FEIS is being withheld. We await your advice on further efforts to resolve this issue.

For G. L. Green

cc:
Region 10 (HED-010.5, I C Lloyd)

write letter for E. S. Hunter

9400

Gresham

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 20, 1980

File No: 326-1901 (100)

TO: Frank E. Terpin
Location Engineer

FROM: James D. McClure
Project Development Engineer

SUBJECT: Fariss Road-Powell Boulevard, NW 221st/223rd avenues
City of Gresham
Multnomah County

The attached June 12 City of Gresham letter assures the availability of matching funds for this project. The city's first priority is to design the portion from Fariss Road to Division Street as the first contract for the project. As I recall, this may require some minor earthwork south of Division Street for the first phase contract.

There are adequate freeway transfer e(4) funds to proceed with construction of phase 1 and the right-of-way for the entire length from Fariss Road to Powell Boulevard. Based on the assurance of funding from the city, please proceed with the right-of-way description phase for the entire length; and developing contract plans for the first phase to Division Street, which may require some earthwork to the south of Division.

We are anticipating approval of the Final Environmental Impact Statement shortly. There has been a minor question raised by FHWA concerning noise walls, which I feel will be resolved shortly. Federal funding to proceed with the right-of-way acquisition phase will not be available until after October 1, however we should be in a position to obligate these funds as soon as they become available.

JDM:PE
Attachment

cc: J. H. Versteeg
D. R. Adams
M. J. Klotz
K. L. Rolfe
J. R. Rose
S. D. Crouch

Please handle

REFERRED TO
Beard Stoudenmeyer
Cole Mann
1 Eriksen F.E. 2 Watson W
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

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JUN 23 1980
ROAD DESIGN
SECTION

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Bring
Action

326-1901 (120)

city of Gresham

CITY OF GRESHAM
1333 N.W. Eastman • Gresham, Oregon 97030
Telephone: (503) 661-3000

June 12, 1980

MA PDM PDE TSE SPC
ODOT - METRO
JUN 13 1980
AMS PPS E PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Administrator
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

Dear Mr. Bothman:

I am responding to your letter of June 9, 1980, ODOT File 326-1901 (120). Please be advised at its regular meeting of June 10, 1980, the Gresham City Council authorized ODOT acting as agent for the City of Gresham on the 221st/223rd arterial project to, to proceed with design for that section of the project from Fariss Rd. to Division St. The City currently has funds on hand and budgeted to finance the City's share of that section of the project.

The City Council also has established a tentative date for a public hearing in July for the purposes of considering a local improvement district to assess property owners to generate sufficient funds to complete the project from Division St. to Powell Blvd. The LID project will also generate assessments from property owners between Division St. and Fariss Rd. I would expect that by late July the City of Gresham will be in a position to instruct ODOT to proceed with the entire project from Fariss Rd. to Powell Blvd. But, in any event, at this time we are requesting that you proceed with the project from Fariss Rd. to Division St.

If you have any questions on this please contact Diane Jones of my office.

Sincerely,

Burke M. Raymond
City Manager

cc: City Council
Diane Jones
Jim Keller
Bill Cameron
Marty Wynne

94'00

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1980

In Reply Refer to
File No:
PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Study Report
Project Nos. IX-9867(1) & IX-9867(3)
Multnomah County

Enclosed for your information is a copy of a study report with supporting documents to aid you in your evaluation to determine if the final Environmental Impact Statement, when submitted, addresses the proposed location/design of the following:

Project No.	Section
IX-9867(1)	Fariss Rd.-Powell Blvd.(Gresham)
IX-9867(3)	Powell Blvd.-Butler Rd.

See:
Cove 21-10
Gresham
Sp. '80
Fariss Rd to
Butler Rd.
for prior
project Corresp.

Upon FHWA's adoption of the final EIS which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval for each project with no additional obligation of federal funds.

JLG:fkc
Enclosure

cc:
- E. S. Hunter
- R. N. Bothman (Metro)
- F. E. Terpin
- Gary Potter
- J. H. Versteeg
- Walt Hart
- E. L. Hardt (Reg.1)
- Max Klotz (Metro)
- Jon Rose (Metro)
- John Grassman
- Gary Zehner

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REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

9400

FINAL SOILS AND GEOLOGY REPORT

Fariss Rd.-Powell Blvd., Unit 1
City of Gresham, Multnomah County
Prefix No. 326-1901
December 11, 1979

1. TYPICAL SOILS: The typical soils are CLAYEY-SILTS which contain large amounts of Sand and Gravel. This soil is represented by Laboratory report number 78-1452.

2. GRANULAR MATERIAL: Some gravels with a few cobbles will be encountered on this project. No other granular materials should be expected.

3. DRAINAGE: No drainage problems are anticipated.

4. SLOPE DESIGN: The planned cut and fill sections are designed with 2 : 1 or lower slopes. No problems are anticipated.

5. FOUNDATIONS: The foundation of the proposed retaining wall at station "L" 112 was found to be in sand and gravels. No problems are anticipated.

6. MATERIAL SOURCES: There are no State owned sources available for this project. The following is a partial list of qualified commercial sources which could provide the aggregate material.

   O.A.P. 190th Avenue Gravel Pit
   Porter Yett Pit

7. BASE DESIGN: The Base Design Unit in Salem used the information from the Soils Lab reports to complete the attached Base design.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Fariss Rd.-Powell Blvd. (Gresham) Unit 1

Highway: F.A.U. 9867

County: Multnomah

Prefix: 326-1901

Res. Engr. E. J. Dunn

Date February 20, 1979

Ten Year Traffic Coefficient 7.6

18 kip s.a. per day 63.5

R value 9

Frost Penetration - - - -

CBE Total Requirement 24.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.W.S. (Cl. B)	4.0
4.0"	P.M.B.B.	7.0
13.0"	A.B.	13.0
19.0"		24.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
R. H. Prange
Project Coordinator

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Fariss → Powell Blvd Hole No. HA-1 DEPTH 4
Highway Fairview Ave. County Multnomah Bridge No. ——
Location "L" 112+60 27' Left Prefix 326-1901-910
Ground Elevation 5' above pavement Angle Vertical Equipment Used Hand auger & Probe
Engineer E. J. Dunn Purpose of Work Foundation investigation
Started 11-19-79 Completed 11-19-79 Drillers Ron, Terry, John W.
Drive Sampler O.D. ____ I.D. ____ Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type ____ Size ____

ELEVATION

HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS	feet	SAMPLED FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL [redacted]	DEPTH FEET	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
Medium Firm				Brown	Fine		11	1					0		0-1' SILT
Firm				Brown	Coarse		37	1					1		1'-4' Coarse SAND and mixed GRAVELS (1/2" to 1 1/2") occasional cobble
													2		
												dry hole	3		Sand very clean, hole sides caved In, could not auger below 4'.
Hard							64	1							
													4		Bottom of hole
													5		

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison Date 11-21-79

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Fariss → Powell Blvd. Hole No. HA-2 DEPTH 6.5'
Highway Fairview Ave. County Multnomah Bridge No.
Location "L" 109+80 40' Left Prefix 326-1901-910
Ground Elevation 5' above pavement Angle Vertical Equipment Used Handauger & Probe
Engineer E. J. Dunn Purpose of Work Foundation investigation
Started 11-19-79 Completed 11-19-79 Drillers Ron, Terry, John W.
Drive Sampler O.D. I.D. Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / feet	SAMPLED FT.	% RECOVERY / RECOVERY FT.	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH FEET	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
	Med. Firm				Brown	Fine		15 / 1				dry hole	0		0–6' SILT
	Soft							6 / 1					1		
	Soft							5 / 1					2		
													3		
	Medium Firm			23.9% LL 29.5 PI 0.1				13 / 1					4		Sampled 4½' to 5½'
	Medium Firm					Coarse		28 / 1					5		some gravels (½" to ¾")
	Hard							40 / 0.5					6		Bottom of auger hole Could not auger below 6' because of large gravels or cobbles
													7		
													8		
													9		
													10		

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 0

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison Date 11-21-79

Page 1 of 2

OREGON STATE HIGHWAY DIVIS N
Materials Section #7

Laboratory Report

Laboratory No. 78- 1452
Project Powell Blvd. - Fariss Road
Prefix No. 326-1901-910
Highway Northwest 221st. & 223rd. Avenues
County Mult.
Contractor
Contract No.
F. A. Project No.
Submitted by C.J. Gregg
Date Reported 3-22-78
Laboratory Charges 189^00

REPORT ON SAMPLE OF

1 Bag ~~@ 1 Gm~~
Source of material 400' S. Of Division St. On Proposed Main Line
Sampled or inspected at 0 - 36" Depth
Data No. 2020
To be used Subgrade
Date received 2-3-78
Sampled or inspected by Allen G. Mickey 2-2-78
Quantity represented

TEST RESULTS

IL CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
L. T-89	30	Moisture %	22.7	21.0	19.2	18.1		Sieve Size	% Passing
I. T-90	NP	Exudation Press. psi	24	58	84	434		4	
. Gr. (Le Chat.)	2.70	Expansion Pres. CT in	0.0	0.0	2.0	5.5		3	100.0
nd Equiv.		Displacement	5.2	5.7	5.2	4.6		2	96.0
ass. M-145	A-4	Compaction, psi	36	62	86	110		1½	93.6
ganic	%	"R" Value	11	28	54	65		1	89.7
t. Moist.	%	Density pcf	98.3	100.7	103.0	106.5		¾	86.9
; Angeles Abrasion	T-96	Water loss ml.	0	0	0	0		½	84.4
Grading	% Wear	Comp. water						⅜	83.5
egon Degradation		loss at blows	–	–	–	–		¼	82.4
P20 %, Ht. in.								4	81.9
								10	77.1
Moist.-Density Relations								40	62.5
T-99 ☑ T-180 ☐ Harvard ☐								60	57.1
Dry Density pcf	% Moisture							200	44.9

Dry Density pcf	% Moisture
103.1	13.4
105.5	16.2
105.6	17.4
103.6	19.3

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	22.9 %
Coarse sand, 2.0 to 0.42 mm.	19.0 %	14.6 %
Fine sand, 0.42 to 0.074 mm.	22.8 %	17.6 %
Silt, 0.074 to .02 mm.	30.8 %	23.8 %
Silt, 0.02 to 0.005 mm.	12.3 %	9.4 %
Clay, smaller than 0.005 mm.	15.1 %	11.7 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- X ☒ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☒ Files
- X Eshelman
- X Gregg

Remarks Sample was prepared for testing after partial air drying.

"R"-Value @ 21.2% Moisture Content
(95% of 105.6 pcf - T99 Max.Den.) — 27
"R"-Value @ 18.3% Moisture Content
(300 psi Exudation) — 63

John C. Jenkins
Engineer of Materials

SP*65036-734

Page 2 of 2

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Laboratory No. 78- **1452**
Prefix No. 326-1901-910

Project Powell Blvd. - Fariss Road
County Mult.
Highway Northwest 221st. & 223rd. Avenues
Contractor
Contract No.
F. A. Project No.
Date Reported 3-22-78
Submitted by C.J. Gregg
Laboratory Charges

REPORT ON SAMPLE OF Soil As Received

~~4 Bag~~ ~~4~~ 1 Can
Source of material 400' S. Of Division St. On Proposed Main Line
Sampled or inspected at 0 - 36" Depth
Data No. 2020
To be used Subgrade
Date received 2-3-78
Sampled or inspected by Allen G. Mickey 2-2-78
Quantity represented

TEST RESULTS

L CONSTANTS		Expansion Pressure and "R" Value T-190						Mech. Anal. T-88	
. T-89		Moisture %	24.4					Sieve Size	% Passing
T-90		Exudation Press. psi	20					4	
Gr. (Le Chat.)		Expansion Pres. CT in	0.0					3	
d Equiv.		Displacement	3.5					2	
s. M-145		Compaction, psi	10					1½	
anic %		"R" Value	9					1	
. Moist. %	25.5	Density pcf	97.7					¾	
Angeles Abrasion T-96		Water loss ml.	0					½	
Grading % Wear		Comp. water						⅜	
gon Degradation		loss at blows	38					¼	
'20 %, Ht. in.								4	
								10	
Moist.-Density Relations								40	
T-99 ☐ T-180 ☐ Harvard ☐								60	
Dry Density pcf % Moisture								200	

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

Remarks 24.4% stabilometer (T-190) sample was compacted using a metal plate.

John C. Jenkins
Engineer of Materials

SP*86056-734

9400 10-79

HEARING STUDY REPORT

Fariss Rd. to Powell Blvd. and
Powell Blvd. to Butler Rd. Projects
NW 223RD/221ST and SW Towle Rd.

Gresham

October 1979

Oregon Department of Transportation

Metropolitan Branch

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Local Government Approvals 1

  Exhibit A Map 2

  Exhibit B Typical Sections 3

Background 4

Project Purpose 4

Project History 5

Project Development 5

Related Projects 6

Project Description 6

Cost Summary 8

Corridor/Design Hearing 9

Concern - Response - Recommendation 10

The Next Steps 17

Funding 17

Recommended Mitigative Measures 17

Conclusion 18

Appendix

  Hearing Transcript

  Hearing Map - Newsletter

  Hearing Information

  Gresham City Council Resolution

  Multnomah County Board of Commissioners Resolution

RECOMMENDATION

The Oregon Department of Transportation (ODOT) recommends construction of the build alternative with options A-2, D-1, E-1 and a modified version of options B-2 and C-1 eliminating access westerly to Norman Avenue.

ODOT also endorses the Draft Environmental Impact Statement's recommendation that a noise barrier would be beneficial for the area between Powell Boulevard to Johnson Creek. A final recommendation by ODOT on noise mitigation features will be the subject of a "Noise Study Report" which will be available soon. Local governments will have the opportunity to review this document, in draft form, prior to making a recommendation on noise mitigation features for the project.

The build alternative recommended by ODOT with options and modifications is illustrated in Exhibit A, following this section, and described on page 6 of this report, entitled "Project Description".

Arguments in support of the proposed project are based on its overwhelmingly positive environmental impacts and support of business, residential, and local government interests expressed at the corridor/design public hearing held August 29, 1979.

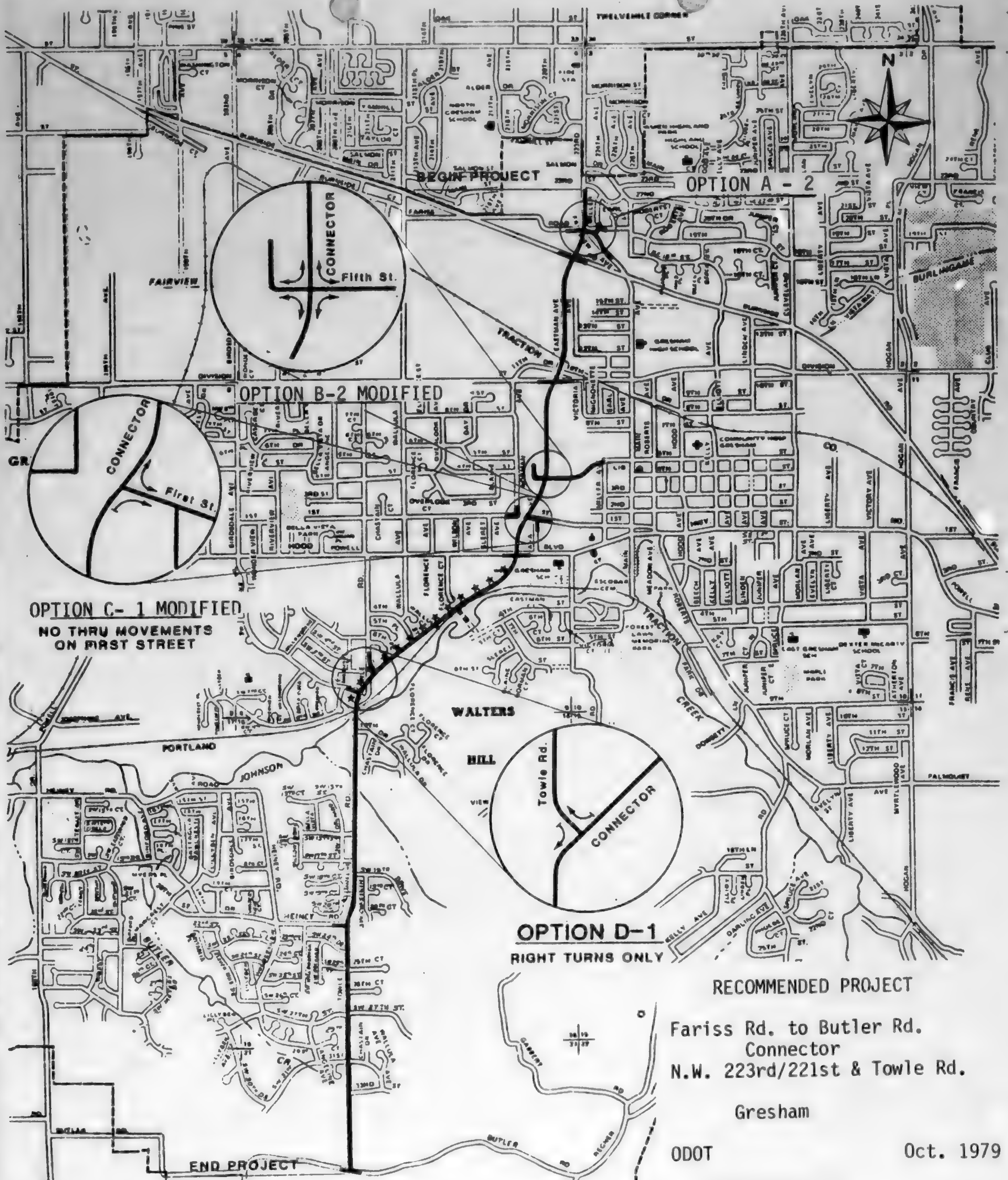
The project conforms to local and regional transportation planning goals. It is a part of "The Gresham Plan", "The Regional Transportation Plan" (MSD) and the Multnomah County comprehensive plan.

The project was the subject of an extensive public involvement program involving a Citizens Advisory Committee, public meetings, extensive media coverage, flyers, and a newsletter. Public knowledge of the project was widespread.

LOCAL GOVERNMENT APPROVALS

Gresham's City Council met and approved the build alternative and options recommended by ODOT for the project on November 13, 1979. Their resolution No. 888 dated November 14, 1979 may be found in the appendix.

The Multnomah County Board of Commissioners met on December 13, 1979 and also approved the recommended project in a resolution bearing that date. It is included in the appendix.


N
BEGIN PROJECT
OPTION A - 2
CONNECTOR
Fifth St.
FAIRVIEW
OPTION B-2 MODIFIED
CONNECTOR
First St.
OPTION C- 1 MODIFIED
NO THRU MOVEMENTS
ON FIRST STREET
TRACTION
WALTERS
HILL
PORTLAND
JOHNSON
Towle Rd.
CONNECTOR
OPTION D-1
RIGHT TURNS ONLY
BUTLER
END PROJECT

RECOMMENDED PROJECT

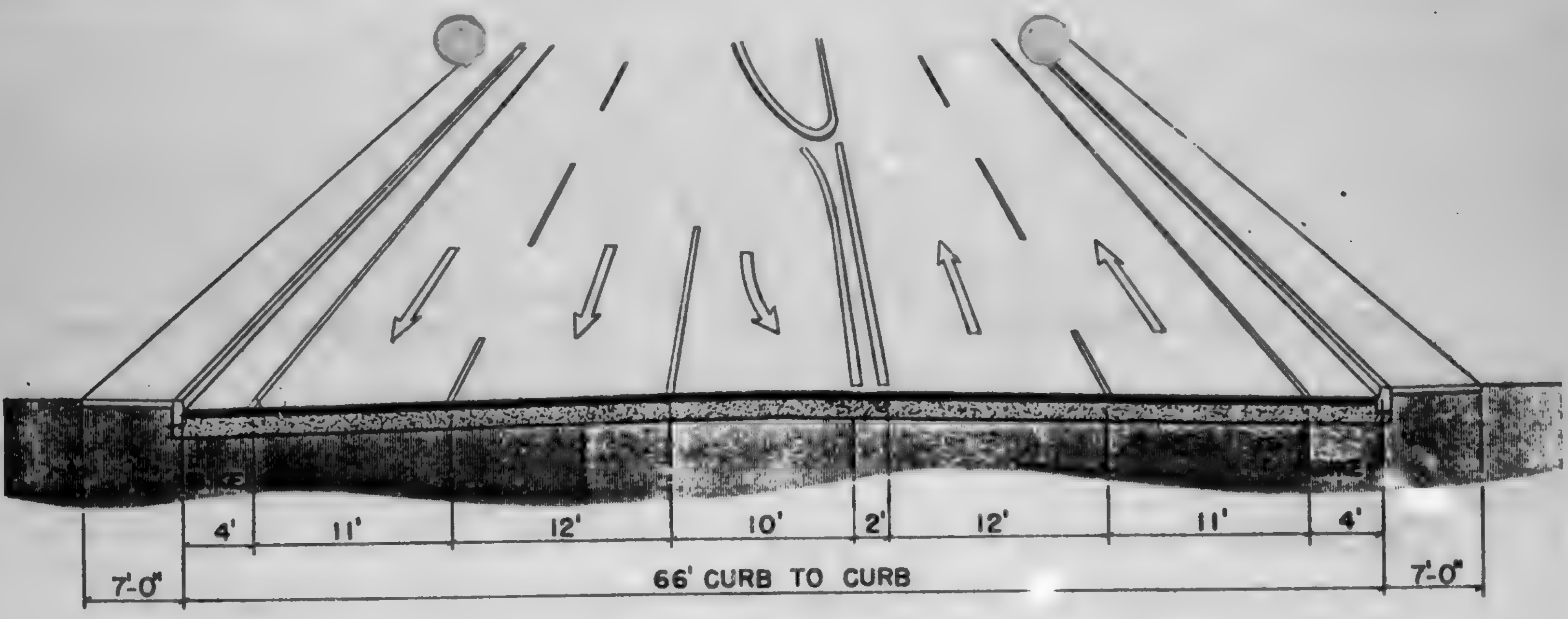
Fariss Rd. to Butler Rd.
Connector
N.W. 223rd/221st & Towle Rd.

Gresham

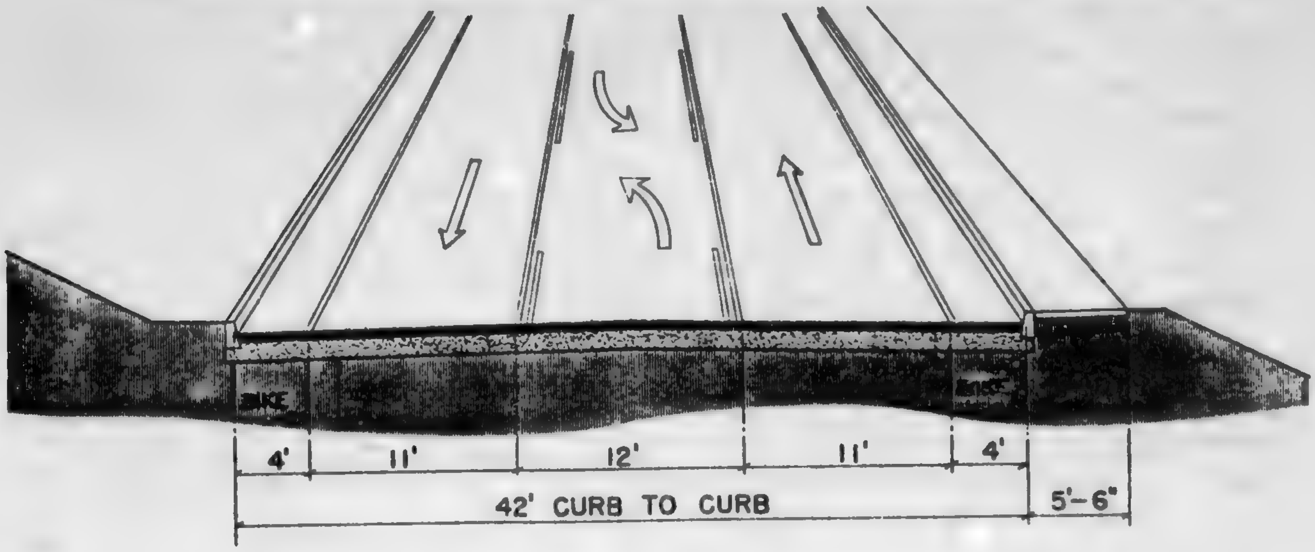
ODOT Oct. 1979

EXHIBIT A

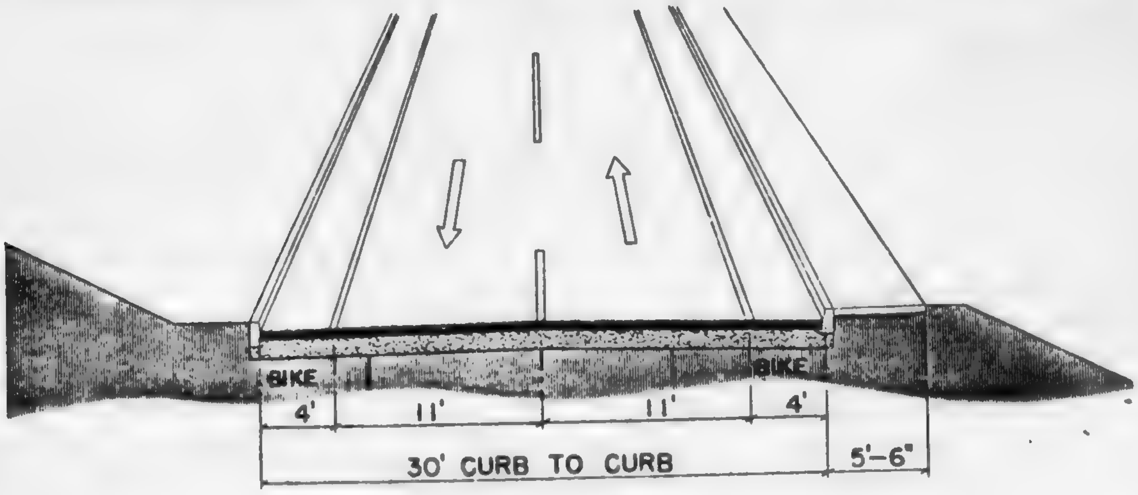
NOISE BARRIER ★★★★★


BIKE
BIKE
4'
11'
12'
10'
2'
12'
11'
4'
7'-0"
66' CURB TO CURB
7'-0"

TYPICAL SECTION—FARISS ROAD TO POWELL BOULEVARD


BIKE
BIKE
4'
11'
12'
11'
4'
42' CURB TO CURB
5'-6"

TYPICAL SECTION—POWELL BOULEVARD TO HEINEY ROAD


BIKE
BIKE
4'
11'
11'
4'
30' CURB TO CURB
5'-6"

OPTION E-1

TYPICAL SECTION-HEINEY ROAD TO BUTLER RD.

RECOMMENDED TYPICAL SECTIONS

EXHIBIT B

HEARING STUDY REPORT

Fariss Road to Butler Road Connector
Fariss Road to Powell Boulevard and Powell Boulevard to Butler Road Projects
N.W. 223rd/221st and Towle Road
Gresham Multnomah County

BACKGROUND

The proposed project is to construct a new 1.13 mile north-south arterial connector between the major east-west arterials in Gresham coupled with roadway improvements to the narrow 2.12 mile section of Towle Road south of Powell Boulevard.

Traffic flows in East Multnomah County and the City of Gresham have a predominately east-west orientation, satisfactorily served by the County's system of arterials and the major transportation element of the area, the Banfield Freeway (I-80). The north-south circulation needs for East County traffic are not well served. The existing arterials being inadequate in capacity to serve growing traffic volumes. The City of Gresham, in particular, is experiencing a rapid growth rate and most of the new growth is occurring south of the city center and the major east-west arterials.

When constructed, the route will define the western edge of the Gresham Central Business District between Division Street and Powell Boulevard, and separate the commercial activities of this area from the established residential area lying to the west of the route. North of Division Street the project will serve additional commercial areas as well as the Gresham Municipal/Education Services Center. The Towle Road section of the project south of Powell Boulevard will serve as a minor arterial to the predominately single-family residential neighborhoods in the area.

PROJECT PURPOSE

The project will provide a north-south arterial route to improve access to east-west arterials and the Banfield Freeway via Burnside Road and 181st Avenue. Access to the Gresham Central Business District (CBD) will also be improved from the south and congestion in the CBD will be alleviated.

The project's purpose is five-fold:

1. Provide a north-south connector to Burnside, Division and Powell, the major east-west arterials.
2. Relieve congestion in the Gresham Central Business District.
3. Remove heavy north-south through traffic from residential streets.
4. Provide access from the residential areas of S.W. Gresham to the Central Business District and other major shopping areas.
5. Improve traffic safety by reducing traffic volumes through intersections with high accident rates and replacing the narrow bridge at Johnson Creek.

PROJECT HISTORY

As early as 1964, the traffic volumes on Main Avenue were shown to be in excess of the street's capacity for a reasonable level of service. Volumes have since doubled resulting in severe congestion.

The intersection of Main Avenue, Fairview Avenue, and the Burnside Road has one of the highest accident rates of any arterial intersection in east Multnomah County. Accidents are also a serious problem on Main Street between Division and Powell and at the Powell Boulevard-Towle Road intersection.

The Fariss Road to Powell Boulevard section of the project was identified in City of Gresham planning documents in 1966. Five years later, the route was adopted into the "Gresham Plan". The project has also appeared in the Columbia Region Association of Governments (CRAG) Regional Transportation Plan, and is an element of the current Multnomah County comprehensive plan. The Columbia Region Association of Governments (CRAG), now Metropolitan Services District (MSD), which is responsible for reviewing all requests for federal assistance to jurisdictions in the Portland metropolitan area, approved the Fariss Road to Powell Boulevard 223rd/221st Avenues project for federal funding in April of 1977.

Development of the Powell Boulevard to Butler Road unit of the project was also proceeding at this time by Multnomah County. The Columbia Region Association of Governments approved this segment for federal funding in June 1978. At this time, it was decided to combine the two roadway units since both units utilize new roadway alignments and are required by the Oregon "Action Plan" to have environmental impact statements prepared. The City of Gresham and Multnomah County requested that ODOT manage their projects, perform the preliminary engineering, prepare the environmental documents, purchase right-of-way, prepare construction plans and supervise construction.

PROJECT DEVELOPMENT

Project Development began in December of 1977 with the organization of a project Technical Advisory Committee. On January 5, 1978 a Citizens Advisory Committee composed of business and residential representatives began meeting on a regular basis. They were appointed by then Mayor Elmer Summerfield. Acting in their advisory capacity, the Citizens Advisory Committee worked with the Technical Advisory Committee in development of the project proposals.

Three public meetings were held to expose the proposed plans to the general public and solicit public concerns about the project. The first meeting was held on March 22, 1978 and was attended by about 50 people. The second meeting was held on October 19, 1978 with 100 people attending. On April 19, 1979 a public CAC meeting was held with 90 people attending. Further refinement of the plan and addition of project options resulted from the public concerns. The Draft Environmental Impact Statement was prepared on the project proposals and distributed for comment on July 30, 1979. Subsequently a fourth public meeting was held on August 6, 1979. The proposed project and its environmental impacts were explained and questions answered. About 100 persons attended. In August, 1979, prior to the hearing, the Citizens Advisory Committee voted 9 to 2 to support the build alternative and options A-2, C-1, D-1, and E-1. They chose to abstain on the "B" options because the fairgrounds developer opposed them.

RELATED PROJECTS

Other major projects in the area are in progress or under development or planned and are a part of area transportation planning. They include:

1. Improvements to Burnside Road allowing improved access to 181st and the Banfield Freeway and improving safety at the Burnside, Fairview, Main intersection.
2. Connection of 190th to 181st south of Powell Boulevard.
3. Improvement of 181st north of Powell.
4. Realignment of Powell Boulevard at 190th.
5. Improvement of 242nd (or 257th).
6. New crossing of Johnson Creek at Florence Avenue or Seventh Street.

PROJECT DESCRIPTION (Exhibits A and B)

The Fariss Road to Butler Connector project begins on Fairview (223rd) Avenue at about 23rd Street where the connector will match the two-lane cross section of the existing roadway. South of this point, the connector will widen to a four-lane roadway with a raised center median/left turn refuge (see Exhibit B for typical cross sections). Along the four-lane section, left-turn refuges will be provided at five intersections: Fariss Road/Fairview Avenue; Burnside Road; Division Street; Fifth Street; First Street east and Powell Boulevard. Interconnecting signalization will be provided to maximize capacity, minimize stops for through traffic on the connector, and encourage observance of posted speed limits. The Fariss Road/Fairview Avenue intersection will not, however, be signalized. Railroad crossing gates will be provided subject to decision by the Oregon Public Utilities Commission.

Powell Boulevard will require widening to four lanes with a left turn refuge at its intersection with the new connector to provide adequate traffic capacity through the signalized intersection. The extra width will taper to the existing two lanes approximately 500' west of the connector and be extended to the existing four lane section of Powell east of the connector at Ava Avenue.

South of Powell Boulevard the connector tapers down to a typical section of two travel lanes and a raised center median which runs as far as Birdsdale Drive. Left-turn refuges occur in this section at Florence Avenue south, and the median is cut about 500 feet south of Powell Boulevard for driveway access to the apartment complexes located on both sides of the roadway. The median treatment at Towle Road is discussed in the connection options below.

Between Birdsdale Drive and Heiney Road the same roadway width as the previous section continues, but instead of a raised median, a continuous left turn lane is provided to allow access to properties fronting Towle Road, and allow turns onto local access streets. The roadway cross section between Heiney Road and Butler Road is illustrated in Exhibit B.

Other project features are seven-foot wide sidewalks which will run on both sides of the connector from the beginning of the project to Powell Boulevard, and five and a half foot sidewalks on the west side of the connector from Powell Boulevard to Butler Road. The project will also include sufficient roadway width to allow for four-foot wide bicycle lanes on the outside of the northbound and southbound connector roadways.

DESCRIPTION OF RECOMMENDED CONNECTIONS

A. Connection at Fariss Road

The recommendation assumes as a given condition the modification of the Fairview Avenue-Main Avenue-Burnside Road intersection by the county which is scheduled to occur in late 1979. This will remove Main Avenue from the north side of the intersection as well as the northbound Main Avenue to westbound Burnside Road loop ramp.

Option A-2 (Exhibit A)

Fairview Avenue is realigned in this option to intersect at a right-angle with the new connector and tie directly into Fariss Road on the west side of the connector. On the east side of the connector, Fariss Road will be connected to Fairview at Miller Avenue. Fariss Road and Fairview Avenue will contain two lanes through the intersection, and the connector will have two lanes in each direction and left-turn refuges for south to east and north to west movements.

B. Option at Fifth Street

Option B-2 (Modified) (Exhibit A)

The connection to Fifth Street is provided and extended west across the connector to form a four-legged intersection. This new two-lane street is then routed north paralleling Norman Avenue but does not connect to it. The connector will contain a left-turn refuge for east and west movements onto the two-lane roadway. The Fifth Street connector intersection will be fully signalized.

C. Option at First Street

Option C-1 (Modified) (Exhibit A)

First Street intersects the connector only from the east. The southbound connector to eastbound First Street is the only left turn allowed. A left turn refuge in the connector median is provided for this movement. The spacing of First Street is too close to the signalized Powell Boulevard intersection to allow for the operation of synchronized traffic signals, so no signalization will be provided at First Street. Without signalization, through traffic operation on First Street across the connector is not a feasible option.

D. Option at Towle Road

Option D-1

The segment of Towle Road between Powell Boulevard and Johnson Creek will be realigned south of Sixth Place to form a "T" intersection with the connector. The raised median of the connector will be extended through the intersection to prevent northbound connector traffic from turning left onto Towle Road. The two movements allowed will be right turns from southbound Towle Road onto the southbound connector, and from the southbound connector onto northbound Towle Road.

E. Cross Section Option on Towle Road

Option E-1 (Exhibit B)

This option will provide a 30-foot curb-to-curb roadway width from Heiney Road to Butler Road. An 11-foot wide vehicular travel lane and a four-foot wide bicycle lane will be provided in each direction.

COST SUMMARY

The estimated cost of construction and right-of-way shown in the DEIS has been updated to reflect the modifications and options recommended. The costs include: (1) Roadway construction, engineering, and recommended noise mitigation costs ($353,000). (2) Right-of-way and relocation estimate includes a cost for land in the fairgrounds area that can be deleted and donated as conditional by the MSD (CRAG) Board. (3) Project development and preliminary engineering costs.

Estimated Project Costs

	Fariss Rd. - Powell Blvd.		Powell Blvd.-Butler Rd.	
ITEM	DEIS Estimate	August 1979 Estimate	DEIS Estimate	August 1979 Estimate
Construction	$2,176,700	$2,708,000	$2,750,000	$3,278,000
R/W and Relocation	$1,520,000	$1,391,000	$ 670,000	$ 565,000
Preliminary Engr.	$ 203,300	$ 203,000	$ 330,000	$ 330,000
TOTAL	$3,900,000	$4,302,000	$3,750,000	$4,173,000

CORRIDOR/DESIGN HEARING

The combined corridor/design hearing was held at 7:30 p.m., August 29, 1979 in the Gresham City Council Chambers. The hearing was conducted by the City of Gresham for both the city and county project. Mayor Al Myers acted as hearing officer. Approximately 160 persons attended.

Testimony received at the public hearing indicated overwhelming support for the project. Thirteen persons testified in opposition to the project, with an additional eleven persons generally favoring the project but suggesting a lesser improvement in the fairgrounds area. Thirty-seven persons spoke in favor of the project as proposed for a total of forty-eight persons in favor of a build option.

Option A-2 was favored by five persons with A-1 receiving one vote. B-2 was favored by fifty-four persons, with B-1 favored by five. Option C-2 was favored by fifty-nine persons with three persons favoring C-1. Option D-3 was favored by four persons, D-2 by three persons, and D-1 by one person. The "E" options received a tie vote with four speaking in favor of each. A petition signed by fifty persons favoring options B-2 and C-2 was received. They opposed access to First Street. The Greenbrook Homeowners Association presented a petition containing 118 names opposing a bridge across Johnson Creek at S.W. Florence.

CONCERN: Twelve persons expressed concern that a four lane road was not needed between Division Street and Powell Boulevard. Reasons ranged from, traffic doesn't warrant it, to, it will encourage high speeds. One said increased congestion is best; it decreases speed and thus improves safety.

RESPONSE: The route is primarily for internal circulation in Gresham and connection to the east/west arterials. Left and right turn movements at the major intersections of Powell, Division and Burnside require four lanes with a left turn refuge for adequate traffic capacity. South of Powell, a left turn refuge with a two lane roadway is needed to handle the high left turn volume at housing development access points while maintaining the capacity of Towle Road. Widths and number of lanes are based on traffic need. Traffic congestion relates to increased air pollution and accidents due to overcrowding and driver frustration. Speeds will be controlled by law enforcement and the synchronized signal system.

RECOMMENDATION: No change in the design of the Build Alternative.

CONCERN: Nine persons wanted good pedestrian access to downtown from Wallula Heights.

RESPONSE: While the project is a major street to cross it also adds another pedestrian route to downtown at Fifth Street. All crossings except First Street will be safely controlled by traffic signals. First will be well-marked, illuminated, and provided with a pedestrian refuge in the roadway median for added safety. The project will allow four crossing routes to downtown compared the three presently available. They are located at Division, Fifth, First and Powell.

RECOMMENDATION: Construct well-marked, illuminated pedestrian crossings as proposed.

CONCERN: Eight persons from the Wallula Heights neighborhood west of the connector were concerned that the route separated them from the downtown area.

RESPONSE: Pedestrian crossings will be provided at four locations including Division and Powell, which will be the only vehicle access. The route will limit westerly expansion of retail business and thus provide a desirable separation between commercial and residential activities.

RECOMMENDATION: Provisions for planned pedestrian access are included in the design.

CONCERN: Eight persons were concerned about increased traffic, noise and air pollution. The adequacy of the noise monitoring procedure was questioned.

RESPONSE: Noise will exist on Towle Road with or without the project, since residential development and its resultant traffic have preceeded it. In the high capacity portion of the project north of Powell, most residential uses are substantially separated from the project. Some residences north of Division will have increased noise levels but access requirements preclude effective noise mitigation. The exception is south of Powell to Johnson Creek. Noise mitigation features, discussed in the DEIS, could be effective, but costly, ranging up to $400,000. Air pollution is minimal at present and no significant changes are predicted based on the projected traffic volumes for the project. Noise monitoring was done during the winter months when relatively low traffic volumes were present. This provided a relatively quiet baseline to predict the increased noise levels, based on the future traffic volumes.

CONCERN: Fifty-one persons signed a petition requesting options B-2 and C-2 to eliminate access to First Street. They were concerned that a connection would mean excessive traffic on First Street and that Powell Boulevard would provide satisfactory access. One person felt the C-1 option was best to avoid excessive traffic on Sleret.

RESPONSE: Option C-1 connecting First Street would reduce traffic on Wilson and Sleret streets. This option will cause a slight increase.

RECOMMENDATION: A modified C-1 option is recommended, allowing only an easterly access to First Street, serving the two churches in the area and downtown. Option B-2 modified is recommended, eliminating the Norman Avenue connection west of the connector, but allowing access to the downtown and fairground areas.

CONCERN: Three persons expressed concern about who pays for the project, five felt developers should pay since they benefit. Concern was also expressed about the affects on property values.

RESPONSE: The project will be jointly funded with federal, city and county funds. Federal funds will cover 85% and the local 15% share will be provided by the city and county. Reduced property values are not anticipated due to construction of the connector. Without the connector increasing residential street through traffic may effect a decline in residential neighborhood property values.

CONCERN: Two persons were concerned that traffic volumes would not decrease on adjacent streets. Two others thought downtown and neighborhood safety would be reduced and one was particularly worried about left turns.

RESPONSE: The provision of an arterial street allows for a safe flow of traffic when major accesses are limited to street intersections only. An arterial draws traffic out of congested neighborhoods and business centers, improving safety in these areas. All major traffic movements, including left turns, are controlled by signals to reduce conflicts.

CONCERN: The Fire Bureau requested the Opticon type of traffic signal preemption equipment be included in the project for faster fire response.

RESPONSE/
RECOMMENDATION: There are various types of signal preemption equipment in use, and will be considered in the project design. It is recommended the type of preemption equipment be consistent throughout the fire district service area.

CONCERN: The developer and respesentatives of the fairgrounds property owner said the "B" options connections for N.W. Fifth Avenue were not possible with their present development plan. They requested two signalized parking accesses to the development and a double northbound to eastbound left turn refuge at Division Street.

RESPONSE: The concept of the new route is to limit access to street intersections only where possible. The B option would provide a signalized access to the fairground development and to the downtown Gresham area. The signal location requested by the developer, 400 feet south of Division Street would conflict with the Division Street left turn refuge and be too close to its signal. Double left turn refuges onto Division are possible if the traffic generated by the approved development warrants the modification

RECOMMENDATION: No signalization of driveway accesses are recommended, but the option B-2 Modified (NW Fifth Street) signalized intersection for the new route can be modified in respect to its location to better serve the development. Plans and signal modification at Division Street will be considered if justified by approved development plans.

CONCERN: One person opposed raised medians due to the resultant access limitation. They liked a continuous left turn refuge. Another opposed all left turns for safety reasons.

RESPONSE: The major reason for a raised median is access control, and the limitation they place on strip commercial development that occurs along roads with continuous left turn refuges. The median also allows landscaping to improve appearance and pedestrian refuges for safety. Where left turns are allowed in high traffic volume areas, they are provided a refuge and signalization for safety. The median minimizes the number of left turns and provides a safety refuge in areas not controlled by signalization.

RECOMMENDATION: Construct the landscaped median area as proposed.

CONCERN: Two persons testified that Fairview should be eliminated between Fariss and Burnside, but Main Street should remain open.

RESPONSE: This was considered during the development stages of Multnomah County's Burnside Road improvement project. Multnomah County, for financial reasons elected not to close this portion of Fairview Avenue.

CONCERN: Eight persons thought the road should be moved elsewhere for various reasons ranging from lack of need to saving the cedar trees north of Powell. Most opposition was based on avoiding adverse affects to Wallula Heights. One suggested moving closer to the railroad south of Powell and another thought the Mt. Hood Freeway was the answer.

RESPONSE: The route is separated adequately from the Wallula Heights neighborhood by the fairgrounds housing developments proposed. Other corridors and locations for the connector were considered and are discussed in detail in the project draft environmental document. Shifting to the Miller-Walters Road area was investigated but rejected because of the increased land use impacts, out of direction travel, and impacts to Gresham West Grade School. Various attempts were made to save the cedar trees north of Powell but added residential displacement or severe impacts to the Lutheran Church resulted.

CONCERN: One hundred and eighteen persons signed a petition opposing a Johnson Creek crossing at Florence Avenue. Most were residents of the Florence Avenue neighborhood.

RESPONSE: A new bridge over Johnson Creek connecting to Florence Street could increase traffic through the neighborhood. If a bridge is constructed over Johnson Creek, there are various intersection designs that could be developed to reduce traffic in the neighborhood. Since this is a separate city project and not part of the connector project, no recommendation is made.

CONCERN: Three persons felt the project is a road to nowhere and not needed. One added that its future destination must be Highway 212 to the south. Another said it's not needed because Gresham has reached its urban growth boundary.

RESPONSE: The major traffic volumes are concentrated within the project because of its function as a east-west arterial connector. Burnside, Division, and Powell are the major arterials within the project limits. The traffic congestion in downtown Gresham and neighborhood through traffic is a problem now and will increase as more development occurs without the connector. The population is expected to more than double within the urban growth boundary.

The north and particularly the south, (Towle Road) end of the project, serves as a neighborhood collector street to and from the area, not a through route. There are no plans to extend Towle to Highway 212.

RECOMMENDATION: The project as described.

CONCERN: Two persons proposed use of various streets as one-way couplets to eliminate the need for the project or possibly reduce the connector to a one-way facility.

RESPONSE: Using Main Avenue and the connector as suggested for a couplet was reviewed. That arrangement would not function well because of the distance between the facilities and the out-of-direction movement between the two. Little relief from congestion would be realized on Main Street because of the through movement conflict with shoppers and high school traffic. The Stark-Burnside couplet suggested would not serve the north-south traffic circulation needed in the City of Gresham.

RECOMMENDATION: No change in design recommended.

CONCERN: Why not use the fairgrounds property for recreation facilities?

RESPONSE: The fairgrounds is in private ownership and the city does not have the funds for its acquisition.

CONCERN: Several people testified that bike lanes were not needed on Towle Road, it's too hilly. One said the sidewalk wasn't needed. One expressed concern that the 30 foot width proposed for Towle Road isn't wide enough (Option E-1) and another opposed on-street parking.

RESPONSE: Bicycle use is increasing state-wide, hills present no problems to cyclists; no place to ride is the problem. The local bicycle committee supports the need for bike routes.

A non-separated on-street bike lane provides an advantage for both vehicles and bicycles. The extra width allows space for cyclists, more clearance and an emergency parking area for vehicles.

The thirty foot width without on-street parking is more than adequate for the traffic volumes anticipated. There has been little or no demonstrated need for on-street parking. Parking also adds danger and delays. The additional width of options E-2 and 3 will require additional right-of-way and could cause additional residential displacement, difficulty in connecting driveways and additional costs to the project.

RECOMMENDATION: Build Option E-1 without parking is recommended.

CONCERN: One person believed that the Draft Environmental Impact Statement reached the wrong conclusions on through traffic movements, local traffic circulation, public transportation, community facilities, existing land use, planned land use, and cultural resources impacts.

RESPONSE: Predictions of environmental impacts are based on area transportation needs and land use plans developed by the city, Multnomah County and the Metropolitan Service District. Further examination of the impacts stated will be reviewed in reference to these concerns during the preparation and approval of the Final Environmental Impact Statement.

RECOMMENDATION: No change.

CONCERN: One person felt that the CAC Chairman represented only the East Hill Church properties.

RESPONSE: All interests were represented on the CAC including business, residential, and development. Mr. Jastram was appointed to the CAC by then Mayor Summerfield and confirmed by Mayor Al Myers. He was elected Chairman by the members of the committee and served with objectivity. He chose more to represent residential interests and leave commercial representation to the developer who was not a member of the CAC.

THE NEXT STEPS

Noise mitigation is the topic of a report that will be available in early 1980. That report will contain recommendations on noise mitigation. The city and county should meet again to decide this issue. Preparation of the Final Environmental Impact Statement began in November 1979 and should be completed by March 1980 with the design approval from the FHWA. Final design, right-of-way descriptions and right-of-way purchase can begin at that point in time. Construction of unit 1 from Fariss Road to Division Street is scheduled to begin in December of 1980. Additional time will be needed for right-of-way acquisition on the section from Division Street to Powell Boulevard and Powell Boulevard to Butler Road; construction is anticipated to begin February of 1981 and September 1981, respectively.

FUNDING

Project funding will be 85% federal funds and 15% local matching funds. The source of the 15% local match should be identified at the earliest opportunity. It is a source of public concern.

RECOMMENDED MITIGATIVE MEASURES (from DEIS)

ODOT recommends the loss of wildlife habitat be minimized by use of trees, shrubs and grasses to landscape all areas of soil exposed by the project. The loss of existing vegetation would also be mitigated by appropriate landscaping.

Water quality impacts will be mitigated by controlled bare soil exposure during construction. Control of work in the Johnson Creek stream bed and use of appropriate run-off detention and oil separating devices where feasible.

Soil erosion during construction activities will be controlled by limiting soil exposure and appropriate stabilization practices.

Construction noise abatement will be accomplished by satisfactorily muffled construction equipment, control of operating times and if they are included in the project, construction of acoustical walls early in the project.

CONCLUSION

The Build Alternative meets the project objectives and is consistent with the City of Gresham's transportation plans, and the Multnomah County comprehensive transportation plan. The project is consistent with the LCDC and regional transportation goals.

Testimony received at the project formal hearing indicated a majority support for the Build Alternative. The project Citizens Advisory Committee by majority, supported the Build Alternative

The 223rd/221st corridor is preferred for the following primary reasons:

1. Provides good relief of Gresham Central Business District congestion.
2. Provides good north-south service for S.W. Gresham.
3. Will be used by existing and proposed Tri-Met transit routes.
4. Will provide good access to the proposed light rail transit station at Gresham City Hall.
5. Conforms to the transportation and Central Business District redevelopment elements of the Gresham comprehensive plan.
6. Minimizes residential displacements.
7. Over the long-term, a net energy saving will result due primarily to the increased operating efficiency obtained by use of the new facility resulting in a good cost/benefit advantage.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

August 29, 1979
7:30 p.m.
City Hall
150 W. Powell Blvd.
Gresham, Oregon

Fariss Road-Powell Boulevard and
Powell Boulevard-Butler Road Sections
N.W. 223rd/221st Avenues and Towle Road Projects
City of Gresham
Multnomah County

MAYOR AL MYERS: Good evening. We're a little late getting started. We have the extra sound problem here, maybe. Everything is all right now I guess. This is a formal corridor-design public hearing, which is being held in conformance with Federal Statutes and Regulations and the Oregon Action Plan to consider design alternatives, options, and related social, economic and environmental impacts of building or not building a connecter from Fariss Road to Butler Road generally following 223rd, 221st and Towle Road in Gresham.

The Oregon Department of Transportation has been acting as a consultant for the City of Gresham and Multnomah County. They have produced and distributed a Draft Environmental Impact Statement which was finished on July 30 of 1979 for review and comment. Comments from this hearing, including resolutions from local governmental jurisdictions, will be included in the Final Environmental Impact Statement. No commitment has been made by Federal, State or the local governments on the design alternatives being presented at this hearing, but the connecter has been in the City's comprehensive plan for the past 13 years. Money to build the project has only recently become available.

My name is Al Myers. I am the Mayor of the City of Gresham. And, I will be serving as your Hearing Chairman and will be assisted by Mr. Steve Crouch. He is the Project Coordinator. Steve, will you please stand up so they will know you. And then the Region Right of Way Supervisor both with the Department of Transportation and Elizabeth Boyle, Transportation Planner for the City of Gresham, stand up, so they can see you. Also available this evening we are suppose to have Mr. Oliver Domreis. Is Oliver here? Mr. Domreis back here. He is the Multnomah County Engineer. And then, Bebe Rucker, a Multnomah County Planner. Is Bebe Rucker here? Well, apparently not at the present time. And Bill Cameron, our City Engineer. Mr. Cameron? Well, we are short two so far. Doug Myhre, who represents the consulting firm of Howard, Needles, Tammen and Bergendoff. And he is the gentleman, or they are the organization that prepared the draft of the Environmental Statement. Mr. Myhre, back here, to my left. Bill Jastram. Mr. Jastram, where are you? Please stand and be identified. He is the Chairman of the Citizens Advisory Committee. Here he is, right here. And he will be representing that group. (There were approximately 160 other persons present.)

The purpose of the proposed project is to provide a north-south route to connect the major east-west arterials in Gresham, and to relieve congestion in the Gresham central business district, to remove heavy traffic from north-south residential streets, and to provide access from the residential areas of S.W. Gresham to the Gresham central business district and to improve traffic safety by reducing traffic volumes through intersections with high accident rates and by replacing the narrow bridge which you are familiar with on Johnson Creek.

Project funding is from two sources; 85 percent would be from the monies originally intended for construction of the Mt. Hood Freeway within the City of Portland, and 15 percent from local sources.

Before we describe the project alternatives, I would like to express our appreciation to the Citizens Advisory Committee made up of our local Gresham citizens who represented the business and residential interests of this community. I would also like to thank the representatives of the government agencies involved in this project and its development. And the efforts of these committee members have helped conclude a long effort in bringing this project to a point where an alternative can be selected.

At this time I would like to again call on Mr. Steve Crouch, the Project Coordinator, to describe the project alternatives, options, environmental impacts and the project schedule. Mr. Crouch.

MR. STEVE CROUCH: There is a map similar to this one (pointed to large scale Hearing Map) on the wall back there, also for those of you who might have a little difficulty seeing this one. There is also another copy of it out in the lobby that you probably saw as you came in.

You were also handed a numbered card - if you would return that to the box outside if you wish to speak. Otherwise, please just deposit it as you leave or mail it in later on. Fill it out completely, if you would. There is space on the back for written comments if you haven't prepared anything written now.

Also included in that packet of material was a right-of-way brochure, a pink pamphlet that describes property acquisition, a newsletter that many of you received. On the back side of that there is another copy of the hearing map that you can fold out right in front of you.

There is a discussion of what is going to happen at 190th and Powell. That's been a concern to some of you. You might want to take a look at that.

The last page, it is a long piece of paper, is an Environmental Impact Summary. And that is reprinted directly from the Draft Environmental Impact Statement.

I'll go on to describe the project a bit here. From Fariss to Powell, the northerly terminus, Fariss Road is right here (pointing to map). Here is Powell, right down at this point. The typical section for this entire length will be 66 feet from curb to curb. That will include four lanes, a median or left-turn refuge at the major intersections. There will be on-street bike lanes; they are four feet in width. They are not separately divided like you see on Powell presently. They are simply a wider outside lane. There are sidewalks on each side through this entire section (pointing to Fariss to Powell Section) and they are seven feet in width.

There are traffic signals to be located at Burnside, Division and Powell Boulevard. There will be pedestrian crossings at the signal locations and at First Street with any of the options involved and probably in the fairgrounds some place. That will be subject to what the developer does but I believe there are plans to do that in there. The estimated average daily traffic by the year 1990 on this route would be about 12,000 vehicles per day (pointing to Fariss to Powell Section). If the route is not built, and that is an option tonight also, that traffic would probably mostly still be here but it would have to find other ways to go on the north-south route. Most likely that would be residential streets.

Okay, this next section from Powell Boulevard down to Heiney Road, (pointing to map) right at this point, the alignment starts from between Ava and Sleret, moves down to the southwest along the railroad tracks, moves over to Towle Road, crosses the existing Johnson Creek Crossing of Towle Road, and includes - is a wider improved bridge at that point, moves on down to Heiney toward the southerly end following Towle Road itself. It is two lanes. It has a median area, that median is either landscaped or a left-turn refuge depending on the particular location. In this area between Powell Boulevard and where it connects with Towle Road just north of Johnson Creek, it is generally a raised and probably a landscaped median.

South of Johnson Creek, it is a left-turn refuge area to accommodate the major access points to developments in that area. It is 42 feet from curb to curb. It has on-street bike lanes as the north portion does and they are a widened outside lane in the same manner. There is a 5 1/2 foot wide sidewalk on the west side only.

The traffic in that section averages about 12,000 average daily traffic by 1990. It goes down to about 9,100 vehicles per day in 1990 towards this end (pointing to Heiney Road area). From Heiney Road down to Butler Road, the southerly terminus of the project, it is a two-lane, and is 30-feet curb to curb under one alternative. It has the on-street bike lanes, as does the rest of it. It has a sidewalk on the west side only, as before, and is 5 1/2 feet wide.

There are other options in this area for roadway width. What they would do - is add the possibility of on-street parking. With those it would require 42 feet curb to curb. One option has parking on both sides, the two travel lanes and an 8-foot combined sidewalk bikeway on the west side only. The other option also with 42 feet will have parking on one side only, the two travel lanes and on-street bikeway on each side and the 5 1/2 foot sidewalk. Average daily traffic in that area is projected to be 6,100 vehicles per day by 1990.

The project up north (pointing to Fariss-Powell Section) as you can see follows generally the alignments of 223 and 221st going through the fairgrounds area it is about - on the westerly side of the old track and just down over the hill from the residential neighborhoods to the west. It crosses Division, on down across First Street between Norman and Ava and ties into Powell between Sleret and Ava, just about midway between them. That's all I've got to say. Thank you.

MAYOR MYERS: All right. Thank you, Mr. Crouch. Now I would like to call on Mr. Myron Melick to provide a description of the right-of-way acquisiton process and benefits to those displaced by it. Mr. Melick.

MR. MYRON E. MELICK: Thank you. I would like to enter into the record the following statement regarding the right-of-way acquisition and relocation program.

In addition to the "no-build" alternate which, of course, will not require additional right of way, there is one build alternative being discussed this evening. This alternative will require the acquisition of possibly four homes.

There are three pamphlets available to you this evening which explain the right-of-way policies. I urge you to take one of each.

An explanation of the right-of-way acquisition process is contained in the pink pamphlet entitled "Acquiring Land for Highways". (Form Rev. 12-77) The pamphlet covers the matters of the:

Public Hearing
Appraisal Procedure
Definition of Market Value
Procedure for handling payments for property

Explanation of eminent domain procedures
And the addresses of the various R/W
Regional offices in the State.

The relocation program, authorized by the 1970 Uniform Relocation Act, is discussed in the blue brochure entitled, "Moving Because of the Highway?" (Form 81-734-3772). It Explains the features of the Uniform Act. The benefits are quite numerous and include the following:

Payment of Moving Costs
Replacement Housing Payment Additives
Down Payment Benefits
Rent Supplement Payments
Payments for Incidental Expenses
Closing Costs on the Purchase of Replacement Housing
Interest Differential Payments on Mortgages
And an explanation of the procedure for making
 an appeal in the event of dissatisfaction with
 any part of the relocation program.

Alternate housing is readily available. A search of the residential market reveals that an adequate number of dwellings are being offered for sale by local real estate brokers. A search of the rental market shows a reasonable number of houses and apartments for rent. Further, studies indicate this much housing can reasonably be expected to be avialable during the foreseeable future.

To the best of our knowledge the replacement dwellings mentioned are decent, safe and sanitary, functionally equivalent and substantially the same as those being acquired and they are fair housing, open to all persons regardless of race, color, religion, sex or national origin in accordance with U.S. Department of Transportation Order 5620.1, copies of which are available in this room.

It is most important for you to know that eligibility to receive relocation benefit payments is not complete until negotiations to purchase the property have commenced and the affected property is purchased by the State. Relocation before that date does not void your right to payment, but payment will be delayed until after the purchase date.

The time required for right-of-way acquisition and relocation is 18 months from the date of authorization of the project. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of displaced persons after the State acquires their property. In addition, no person or families will be displaced until they have either been relocated to adequate replacement housing, obtained the right of possession of adequate replacement housing or have been offered adequate replacement housing available for immediate occupancy. No owner-occupant will be required to move until either he or she had been paid for his or her property or the money has been deposited in the registry of the court.

Our office is located at 9010 S.E. McLoughlin Boulevard in Milwaukie. (Copies of pamphlets referred to are available at above address.)

MAYOR MYERS: As you entered the room this evening, you received a white card with a packet. You could indicate on the card and deposit in a box outside that you wish to testify at this hearing. And, if you did not receive that card and you would like to testify, why we would appreciate it if you would indicate that now and we will have an attendant bring one to you. If anyone would like that, why indicate that by raising your hand.

After you receive it, complete it and hand it back to them and the cards will be used to call forward those persons that have indicated an interest in testifying.

There is also a tape recorder and an attendant available in the outer lobby, so if you do not wish to come forward to the front of the room and testify, you can take advantage of that opportunity too.

You may also submit written testimony and statements concerning this proposal and it would be to Mr. Robert Bothman and his name and his address is fastened on the wall to my left there and written testimony will be taken until September 17, 1979.

All statements in this room, in the lobby, and in written form, will become a part of the hearing testimony and a complete transcript of this hearing and statements submitted to the Department of Transportation will be available in October of this year for public review and copying at the address indicated on the wall again. All information developed on the proposals will also be available at that address.

Now, after considering the testimony from this hearing, and the responses from the Draft Environmental Impact Statement, the City of Gresham and Multnomah County will select an alternative. If it is a build alternative, a Final Environmental Impact Statement will be prepared and transmitted to the Federal Highway Administration for approval of the project design.

And copies of the Final Environmental Impact Statement will be made available at the Oregon Department of Transportation office in Salem, and in Portland, and at the Gresham City Hall, and at the Federal Highway Administration office in Salem. They will also be made available to Local Government and placed in the Multnomah County Library.

It would help if those of you who wish to testify orally and also have prepared a written statement, would submit that to me and then comment on the specifics of its contents. The entire statement will be made a part of this hearing and a part of the transcript. That would only be to encourage the brevity of time in the hearing process.

The purpose of this meeting is not to respond to questions, but to take testimony. And I may request staff clarification if necessary on this issue. And if you have any questions, please ask one of the staff members out in the outer lobby. You may have noticed there are several out there available. And, before you begin your testimony tonight, we would appreciate it if you would please state your name and your address and if you are representing an organization. Give its name and then proceed with your statement.

And so now, we will now proceed to receive statements on the project. And when I call your name or your number, would you please come to the podium up here at the front where the microphones are and then proceed with your comments.

And we will start with number 2, which is Lyle W. Patton. And Mr. Patton represents a Greenbrook Home Owners Association, I believe. He can make his statement. Mr. Patton.

MR. LYLE W. PATTON: Thank you. My name is Lyle Patton. I live at 200 S.W. Florence Street. I am representing the Greenbrook Home Owners Association and perhaps a few folks from the Florence Plaza, across the street from us.

Now, I have a petition that I would like to present and enter into public records. Our petition is opposed to a proposed bridge at the south end of Florence Street. Now this perhaps is not actually right now - directly connected to the corridor but it will be affected by the corridor and perhaps will have some effect on the corridor.

We got this petition up and our main points we want to bring out here is that this street is a small street; it is a short street and it was principally built to accommodate the people in Greenbrook Home Owners or Greenbrook Condominiums and the Florence Plaza. It is already a busy and congested street.

The proposed bridge would bring more unwanted traffic to this area of our homes. Many retired and elderly people live along this street - many ride buses. It is very difficult to cross Florence Street or Powell Boulevard to reach these buses. The traffic on Powell Boulevard, particularly in mornings and in the evenings, is vicious there and getting across Powell in particular is very bad and this bridge would bring more traffic there.

With the existing bridge on Walters Road and the proposed new bridge on Towle and the continuation of S.W. 7th Street to cross over the creek and the railroad tracks to connect the proposed 221 and 223 corridor, this should supply ample access to those living on the hill to the south.

Currently there are 213 residents that are living in the Greenbrook Condominiums and the Florence Terrace residences and they would all be affected by this.

We have gotten 118 names on our petition and at this time I would like to present this to the Board. Thank you. (See end of transcript for petition.)

MAYOR MYERS: Before you do that, Mr. Patton, Mr. Crouch, this is not a part of this project but would it still be relevant to be a part of this transcript?

MR. CROUCH: That would be fine, yes.

MAYOR MYERS: All right, then that is fine. Just proceed to bring it forward then and it will be a part of it.

MR. PATTON: Thank you.

MAYOR MYERS: Thank you. Next is Mr. Larry Walker, number 11.

MR. LARRY WALKER: My name is Larry Walker. I live at 2830 S.W. Riverview Court here in Gresham. And, I am here representing the Gresham Area Chamber of Commerce.

Mr. Mayor, members of the Gresham City Council, I would like to read and enter into public testimony a very brief letter of endorsement of the proposed 221-223 north-south corridor by the Gresham Area Chamber of Commerce Board of Directors. The letter reads as follows:

The Board of Directors of the Gresham Area Chamber of Commerce, after considering recommendations from the Transportation Subcommittee of the Area Development Council, unanimously supports the 221st-223rd north-south corridor proposed in Gresham.

Representing 400 local area businesses and individuals, the Board determined that the corridor will provide a well-needed avenue of transportation for the citizens of Gresham, particularly those in the rapidly developing southwest section of town.

A summary of the Draft Environmental Impact Statement shows this corridor to be the most efficient use of right of way, with a minimum of environmental impact. The summary also points out that this project has been contained in the Gresham Comprehensive Plan for some 12 years. Of the alternate routes studied, the 221st-223rd corridor will directly impact fewer residents and no businesses.

The Board feels the obvious advantage of this corridor is that it will help relieve neighborhood north-south traffic circulation, relieving congestion on Towle, Wallula, Main and Cleveland

Avenues. The corridor will also provide reduced amounts of pollution in the Gresham area by providing a smoother flow of traffic through the most congested areas of the City.

Respectfully submitted,
Larry Walker
Vice-President, Gresham Area
Chamber of Commerce

MAYOR MYERS: All right, thank you, Mr. Walker. Next is Arthur Stipan. Is that the way to pronounce it? Mr. Stipan.

MR. ARTHUR STIPAN: My name is Arthur Stipan. I live at 2310 N.E. Francis Court in Gresham. My last name is spelled Stipan. I am here representing the St. Henry's Parish Council and speaking on behalf of the people of St. Henry's Parish, which is located at 346 N.W. First Street, directly involved in the option B-1, C-1 and 2.

We also have a Religious Education Center at 395 N.W. First and the school which is being occupied, I think the people might not be aware of that because in the entire draft of the Environmental Impact Statement, there was no mention that the school is occupied and we are using the school at 393 N.W. First.

There is no provision for a stop light on that intersection at First if the first option goes through. If a no build option goes through, then there won't be any real change.

But, our main concern is the fact that we do have students, children, montessori children, even pre-school kids, right now going to and from both the church and the school. We do have a crosswalk there. It hasn't been painted in quite some time. But, there is no school speed zone signs and if this becomes a major entrance-exit, we are going to need something in terms of a flashing yellow light, a school speed zone and the appropriate signs.

We know that the 223-221 will become a factor. At least we feel that it is something that is necessary and needed in the area. However, we have to have some provision that our children are going to be protected also.

MAYOR MYERS: Again, so that I have that for my paper right here. Your name, again, was?

MR. STIPAN: Arthur Stipan.

MAYOR MYERS: Okay, and you wanted those lights to be installed between the church and the school? That flashing yellow light?

MR. STIPAN: There should be a crosswalk marked with flashing crosswalk signs, yes. And, there should be an appropriate school speed zone.

MAYOR MYERS: Okay. Crosswalk sign, crosswalk lit sign.

MR. STIPAN: Yes.

MAYOR MYERS: All right. Thank you, Mr. Stipan.

MR. BROWN: Mr. Mayor, may I ask, do you have a specific recommendation on the C-2 there? In other words, there are two options there. (Asked of Stipan.)

MR. STIPAN: No, the options that the Parish Council preferred was B-1, C-1 as long as it is going to be built. If there is a no build, well that is to be determined by the rest of the people.

MR. BROWN: To have a through street on First there.

MR. STIPAN: First, according to B-1, C-1 would not be a through.

MR. BROWN: Right, but you would prefer the right turn only there onto First?

MR. STIPAN: Yes.

MR. BROWN: Thank you.

MAYOR MYERS: All right, thank you very much. Next is Gordon Stone.

MR. GORDON STONE: I am Gordon Stone, 1490 S.E. 9th Street, and also a downtown businessman. Mr. Mayor, ladies and gentlemen of the Council, I would like to present a testimony, a memorandum from the Gresham Downtown Boosters. It is dated August the 20th, 1979, to the Gresham City Council from the Gresham Downtown Boosters Re: The 221st-223rd Street Project.

The Gresham Downtown Boosters would like to add their support for the immediate construction of the 221st-223rd Street Project as rapidly as construction can begin.

The membership of the Downtown Boosters includes some of the following businesses: Cloudtree & Sun, First National Bank, First State Bank, Glass Butterfly, Gresham Rexall Drug, Oregon Trail Savings & Loan, Outlook Publishing, Pauletta's, J.C. Penney, Gordon Stone's, U.S. National Bank, Walrad, Deli Basket, General Telephone Mart, Gresham Equestrian, Pete's Pool-Billiards-Trophies, W.R. Hicks, Kodak at Sandy, Mt. Hood Security Bank, Dickinson Booksellers, Gresham Girl, and Gresham Sewing Center.

The central district expansion, off-street parking lots and the renovation and improvements of many of the businesses in the central area were constructed in good faith with the understanding that the comprehensive plan of the City would include this project. For years we have awaited this project as an opportunity to improve our traffic circulation and to reduce the commuter traffic and its conflict with Main Street.

For months we have been working closely in a committee appointed by the Council for improvements in the fairgrounds - proposed shopping center as an integral part of an expanded central business district. The single most important part of that planning effort is the construction of the 221st-223rd Street improvement program. When combined with the alternatives provided by the Highway Department, the project will reduce local conflicts and mitigate any potential neighborhood problems.

We feel the project will (1) offer greater access to Burnside, (2) reduce traffic on Main Street and the high school crosswalk conflict, (3) eliminate the commuter-shopper conflict on Main Street, (4) reduce traffic on Wallula and other local streets, (5) offer greater opportunities to use improved Multnomah County east-west arterials, (6) improve mass transit opportunities and (7) offer the financing opportunity with Federal participation for an arterial street capital improvement project which has been a part of the comprehensive plan since pre-1968.

Thank you for the opportunity to respond, and again, we urge your immediate passage.

MAYOR MYERS: Thank you, Mr. Stone. Mr. Harry Thompson, did you wish to give verbal testimony in addition to your written testimony?

MR. HARRY THOMPSON: No.

MAYOR MYERS: All right, thank you. Mr. Jack Gallagher. Pardon? Oh, thank you Sir. Mr. Steve Bach.

MR. STEVE BACH: My name is Steve Bach. I live at 38 N.W. Sleret.

It looks like the big dollars have spoken now, maybe we can have a couple of poor citizens speak here.

I got the impression there were no questions to be asked. I think that is most unfair if this is a one-way conversation. I do have some comments and a few questions.

The first question is this, you mentioned there was a traffic volume - a predicted traffic volume of 12,000 cars. Is that affirmative on the position from Powell North?

MR. CROUCH: From Fariss down to Powell there were 12,000 by 1990, yes.

MR. BACH: All right. And you also said there were 12,000 predicted for that area south of Powell and I don't remember how far down it went, from 12 down to 9 and then down to 6.

MR. CROUCH: Powell down to Heiney.

MR. BACH: All right. Why is a four-lane road a necessity from Powell onward?

MR. CROUCH: Because of the traffic volumes.

MR. BACH: Well, why don't you put a four-lane from Powell down then if you have the same traffic volumes?

MR. CROUCH: The traffic volumes are concentrated mainly close to Powell as I mentioned when I described the project it was narrowed down to about 9,100 vehicles per day toward the Heiney Road.

MR. BACH: Nothing is seen to take into view here the fact that there's certainly a noise pollution problem as well as an environmental pollution problem and you mentioned that - you carefully mentioned that if there was a no build alternative that these 12,000 cars would be forced to go through residential streets.

May I point out, that this four-lane road from Powell up through the fairgrounds will in fact be a residential road. It may not be to you but it will be to several people. It will be their front door.

Also, there is, maybe this is a slight thing, and I brought this up at one meeting; maybe you are aware and maybe the lady is in this room now, I don't know, but, there is a row of cedar trees, very, very nice trees planted in 1911 if I'm not mistaken. Why must those trees be taken down? Why can't you move this road one way or the other a few feet?

MR. CROUCH: That was considered in development of the project. If we moved it to the east, it would impact the Lutheran Church there on the corner of Ava and Powell pretty heavily. They have a Day Care Center, a school facility there. That was unacceptable to the Committee. Moving to the west would move in closer to the housing.

MR. BACH: Is not that Day Care Center virtually for all practical purposes non-existent after this road? And, there is probably somebody here from the Church, but, certainly you can't expect children to play in the close proximity that this road is going to be to that school. I don't know how far you're planning on putting it, but, you're certainly going to be very, very close to that school. I just don't see what you're salvaging. I made an alternative at one time to at least spare the road halfway and put half on one side and half on the other, and allow those cedar trees to be a natural barrier of some way but that seemed to be overlooked.

MR. CROUCH: May I answer that?

MR. BACH: Yes.

MR. CROUCH: There has to be a left-turn refuge at Powell Boulevard. Unfortunately, there is no median area available for trees. We considered that idea too.

SOMEONE IN AUDIENCE: Would you speak louder, please? We can't hear.

MR. CROUCH: I'm sorry. I was a little ways away from the microphone. There is a left-turn refuge at Powell Boulevard for the turning movements that would be involved there. We had considered trying to save those trees by putting them in the roadway median. Unfortunately, that's not possible because of that refuge. It would have to extend for a ways north of Powell, completely wiping them out anyhow.

You mentioned noise earlier. I suppose you're probably talking about the area south of Powell down to Johnson Creek.

MR. BACH: Well, there and also north of Powell. If I'm not mistaken, at the last meeting you said that there were going to be no noise barriers from Powell northward. There were going to be some noise barriers from Powell southward through that apartment area. Is that right?

MR. CROUCH: That is an option. We would be interested in hearing about that. The Draft Environmental Impact Statement states that that would be a good place to put one if one were to be done. Its cost is rather high but if people are behind it, I suppose - it's, of course, up to the County in this case, I think, and perhaps the City too whether it's done or not. But, it is a possibility.

MR. BACH: Is there anyone here from the Lutheran Church that is going to speak? Okay, fine. That's all I have at the moment. But, I just want to encourage you that this is going to be a residential street and you're kidding anyone if you're thinking it is going to be a 35 mph street.

MAYOR MYERS: Okay, thank you Mr. Bach. I think that this, we've granted you considerable latitude on your questions and I think you can see how time consuming it would be if each testimony incorporated those, so we'll try and follow the rules both for the Council -

SOMEONE FROM THE AUDIENCE: I think the people would stay all night if they had to - their homes are at stake here.

MAYOR MYERS: Well, we are providing for answers to questions in the lobby as we stated - by the people that know, in addition to Mr. Crouch, so the important thing is to get your testimony on tape if possible here. Mr. Gerald Klinger.

MR. GERALD KLINGER: Mr. Mayor, City Council Members, and all those people present, I am Gerald Klinger. I live at 1027 N.W. First Street. My wife and I are here tonight. We're not totally opposed to the project as it is planned, the new shopping mall or anything. And that is not being discussed here tonight but I was at that meeting last night and, in my opinion, they are drastically connected and there is no way you can separate the two.

There was an article in the paper recently stating by the builder that if this road wasn't put in, that it would have drastic effects upon his proposed shopping mall. Well, we're definitely opposed to building a so-called corridor freeway cause that is going to run directly through the middle of Gresham. The developers and the Ministries Unlimited who are supposed to be developing this property want to go ahead and build this project as the shopping mall. That's fine, it's their property. But, the putting of a freeway through the middle of Gresham doesn't seem reasonable.

One of the things that I've checked on and I may be mistaken, but I don't believe so, is that the project means the purchasing of right of way through this entire area and one of these is to purchase it back from Ministries Unlimited who wants to develop the project. The Ava Street right of way is already dedicated and there is a proposal to trade this. However, if the apartment complex goes through, and Ava Street has to be constructed for that use, then I don't think the trade will go through because Ava Street will also be necessary. I think the taxpayers then will be carrying the burden of the entire cost of the project.

The normal developer in most cases nowadays has to bear the burden of expense and all the roads and other improvements that are necessary in building something and I think that should be done in this same project.

The corridor calls for the development between Burnside and Division Streets and for the new City Hall Complex, that's already a dedicated street. Eastman Street is already there. All it needs is the corrected improvements to whatever the City deems necessary for that area.

The developer owns the fairgrounds and has now access to Division Street. He also has access to Main Street, Miller Street, and all the numbered streets from 3rd Street to 8th Street for any of the connections to the downtown area.

One of their big things of this development is that it is going to connect the downtown area with the new shopping mall. Well, if they are going to do that, why don't they make the streets from out of their mall instead of going south to Powell, run into the City of Gresham and really connect the two projects together for everybody's benefit?

The noise and pollution levels will increase in all the areas that this road is going to travel through and the thought of spending over $400,000 which is mentioned at some of the meetings for a sound barrier and this is just along Johnson Creek area, seems very absurd. The gentleman who gave a statement on the noise barrier at the last meeting even admitted it at that time that the sound barrier wouldn't alleviate any of the problems that was going to be created by this noise. The new 205 Freeway that's now going through has pollution problems that are almost unbelievable and that freeway isn't even completed yet.

To build a freeway that starts and ends at no place doesn't seem very reasonable. Butler Road to Fairview Avenue or 221-223, whatever you want to call it, just doesn't seem like a feasible plan.

It is my opinion that maybe this overall plan calls for something that's going to be connected further on down the road as to extending the corridor from Butler Road down to Highway 212 and make it a total complete project then for north-south traffic. This is going to allow a lot of extra traffic through the City of Gresham. This corridor is being constructed in such a width and is such a necessary improvement that it doesn't seem reasonable that that amount of money would be spent on such a short distance road, if, in fact, that is all it's for.

If someone lives in Southwest Gresham and they want to go to the Dog Tracks, this road through is going to be ideal. It's just going to be a direct track right to it. I don't think that's what the problem is in Gresham. I live in Wallula Heights, everybody keeps calling it East Hill but that's not the correct name. If this project goes through, it's going to totally alienate the area of Wallula Heights from the Gresham area. I know that you live in part of that area yourself, Mayor, but you're over on Division Street and maybe not quite as concerned as we are, those of us who use First Street.

It's going to be extremely difficult for those of us who walk and there are a lot of people in that area who walk to town to do so with this new freeway built through there. They are going to put a traffic crosswalk at that location of N.W. First Street. It is too close to Powell so they can't put a light there. But, a crosswalk with traffic going at bare minimum, 35 is very difficult both for children and elderly people. I don't believe that the people are going to walk to town as often as they are now. As it is now, a lot of the children walk to school. They only have to pass across Powell Boulevard to get to the old Gresham Grade School. This new corridor is going to add another major four-lane street and an obstacle for them to cross and their parents to worry about.

From the standpoint of living in Wallula Heights, if this corridor is going through and I assume that it is even though there are a lot of us who are residential people who are not in favor of it, not business people apparently, but residential people, if it goes through, my personal recommendation and several of the neighbors of mine recommend that the option C-2 be included in the program, thus allowing no entrances, no exits at all for First Street. If we have to live with that road, we don't want to have to suffer from the additional traffic that it's going to funnel off of that road onto First Street. We just as soon be left alone. Thank you.

MAYOR MYERS: Thank you, Mr. Klinger. All right, next we have Gene Fenske.

MR. GENE FENSKE: My name is Gene Fenske. I reside at 1235 S.W. 25th Court in Gresham. I am an ardent and enthusiastic supporter of this project. As an individual, I have no ax to grind, I speak for no one else but myself.

I hear comments tonight about comparing this corridor, or street, if you may, to freeways such as I-205. It has been said earlier this evening that this street will probably carry at the most 12,000 cars by 1990. I think if you were to check into traffic figures, that I-205 will carry three times that many in one day. I think it is unfair to call it a freeway.

In my field of business, it becomes increasingly apparent that we do need in the City of Gresham streets or corridors which will carry traffic safely and efficiently and I believe this project does those things.

I do, however, have one concern and that is the area between Heiney Road and Butler Road. I'm sure all of you Council members realize that we require in the City 36-foot streets in subdivisions. Why then are we building a 30-foot street as a collecter?

The bridge over Johnson Creek is very, very narrow. I have seen as many as six to eight cars backed up, waiting to get across the bridge because of traffic coming in the opposite direction.

I think that's about all I have to say about the projects except one thing. With your permission, I would like to have all of those people in the audience who are in favor of this project to please stand. (At least half did but no count was taken.)

MAYOR MYERS: All right. We can comply with that, I guess. Thank you, Mr. Fenske. All right. Next let's have Mr. Alfred A. Anderle.

MR. ALFRED A. ANDERLE: Mr. Mayor, my name is Al Anderle. I live at 770 N.W. Day Drive. As a resident of that area, I don't have any great objection to a development. I think you do need a better flow of traffic in this area. However, I do object to that part of the highway that flows through from Powell to Fairview for the following reasons:

But, first of all from a safety viewpoint, you are building an additional accident prone intersection and the City of Gresham currently has plenty of dangerous on-coming left-turn type intersections that cause very serious accidents.

And secondly, from the development of the community itself, the separation of East and West Gresham, I don't think is an improvement and I think a lot of capital is being spent without seeking better alternatives. I think it is inexcusable and from the safety standpoint perhaps even negligent.

I would suggest that the City of Gresham demand alternatives and look at these alternatives from the cost, safety and benefit to the community viewpoints and then decide on which project to proceed with.

For example, the new road from Powell to Fairview can be one way which would reduce it to three lanes and perhaps have strip parking on the west side of that street and have a return one way street on Main Street perhaps with a mall effect, thus improving the central area downtown.

I have not developed this very seriously, however, I did speak to businessmen and some of those very concerns that have approved the project earlier also indicated they would have no objections to this route - to this method being developed either. Thank you, your honor.

MAYOR MYERS: Thank you, Mr. Anderle. All right, next. John S. Repsold. Mr. Repsold.

MR. JOHN S. REPSOLD: My name is John Repsold. I live at 730 N.W. 3rd in Gresham. I would like to state that just from a taxpayer's point of view in a residential area that I am opposed to the building of this thoroughfare.

The entire location that goes through the residential area seems to me to bring the traffic which the bulk of the traffic seems to come from the area of the Towle Road there - if my figures are correct, you said that 9,000 plus cars would come from that area in a day - that most of the traffic seems to come from that area and you route it through the commercial area, to the commercial area through a residential area.

I would like you to consider the possibility of alternative sources as well - from possibly routing the north-south traffic instead of through the commercial area off more toward the Portland area. It seems to me that you've taken into consideration primarily the commercial rather than the residential interest. If you desire to draw the traffic into the Gresham downtown area, if your true desire is to expedite traffic from the north-south south-north, I would desire that the traffic not be taken through that residential area and that you look at possibilities that would take it possibly through the 195th to 200th area down there where the residences are not presently built.

I do agree that there is a need for something to be done from the area in the Towle Road district. There is a drastic need for that, but I do protest that it draws those people instead of probably to where their area of work is mostly down in the Portland area into the Gresham area and in through that residential area. Thank you.

MAYOR MYERS: Thank you, Mr. Repsold. Next, Marilyn Holevas.

MS. MARILYN HOLEVAS: I am Marilyn Holevas. I'm on the Citizens Advisory Committee but I'm really speaking as a private citizen tonight, I believe. I'd just like to clarify some of my reasons. I was one of the two negative votes.

I am opposed, not necessarily to a north-south route, but mainly to the size of this route. The main reason because the precedents for north-south route for this magnitude are 82nd Avenue, 122nd Avenue, 162nd, 181st and now this route. It follows a pattern and I just can't conceive of what is happening on all those routes happening here in Gresham. I'm referring to business, noise, traffic, pollution, all of those things that you would find when you go down 82nd Avenue. Nothing else will destroy the residential downtown compatibility relationship quicker than that will.

so, West Gresham Grade School. Nobody has mentioned West Gresham Grade School yet, is within a block-and-a-half, maybe a block from the intersection at 221st and Powell. If we funnel all this north-scuth traffic to this intersection so close to the grade school, you are going to create a very distinct traffic hazard, not only for the buses and automobile traffic but children have to cross these streets to get to that school.

As they come from Wallula Heights, they already have to cross Powell, which is a dangerous intersection. There is a light there. If the children walking from Wallula Heights now have to cross five lanes with no light and then cross Powell, it's going to really increase the traffic hazards and this is supposed to be a neighborhood school. That's not in my neighborhood when they have to cross nine lanes of traffic to get to it.

Another major concern of mine is the fact that this corridor will cut off the hill residential area from the downtown area and certainly destroy the compatible relationship that now exists. First Street probably will just be completely eliminated as a downtown access and even if there is another connection, the route will be so round about that nobody from the hill is going to find easy access to get downtown. And, I believe the hill area of Wallula Heights is probably the downtown's greatest supporter as far as business is concerned.

Once we have to go out on Powell, we're going to continue straight to a shopping center instead of trying to wind our way back downtown. And I do believe that the major five goals of the project will not be met.

I believe the first goal, which is the north-south access to the east-west streets will definitly be met. But, I don't believe traffic congestion at the central business district will be eliminated. I believe it will be increased. Access to central business district will not be improved in my estimation. It will be decreased simply because people are going to go to the new shopping center, not downtown.

Traffic safety, as I have already said, I do not believe will be increased. It will be decreased and the fifth goal was removing through traffic from the north-south residential streets which were Wallula and Towle. I believe a good many people that are coming from the south are not going to want to travel all the way east to hit the intersection to go across to hit a north-south street. They are still going to use Wallula and Towle to cut across.

Also, Powell, where this intersection is, is only a two-lane street which is already very busy. I live close to that street and it takes five or ten minutes sometimes now to get onto Powell. We are a block from the intersection. I can't imagine what the traffic will be like when there is a traffic light blocking it up.

And, I am afraid, this is strictly personal; I am afraid Sleret will become a collecter's street for people wanting to get someplace on the hill. They're going to cut up Sleret, which is only a block long to get somewhere on the hill rather than trying to go to the intersection, take the big thoroughfare, I won't call it a freeway because it isn't.

And also another major reason of mine is that Gresham is a town. We are not an unincorporated area of Multnomah County which is the case where 122nd and all of those other streets are located.

I just can't help but believe that this corridor will really hurt the relationship that Gresham has built up with its townspeople. I believe people will not feel, they will not identify it with Gresham as a town. I really believe that this corridor will contribute to the feeling and the fact that we are just a strong suburb and not a city as we like to consider ourselves. And, I believe this corridor begins nowhere, goes nowhere, and ends nowhere. (Written comments which were paraphrased at hearing on file in Commission's files, Salem.)

MAYOR MYERS: Thank you, Mrs. Holevas. Next we have Lucy Ellen Wessling. Mrs. Wessling, do you wish to speak?

MS. LUCY ELLEN WESSLING: Mr. Mayor, I am Lucy Ellen Wessling. I live at 580 N.E. 20th Drive, Gresham. Members of the Council, I heartily endorse this new crossroads - north-to-the-south. And, my heart goes out to those people whose homes are going to be disturbed because I know exactly what you are going to have to put up with. We lost ours to progress. I am retired and that is the time when you need to be settled. And, we thought we were. We fitted our home for retirement, a hobby place where we could be happy. Then along came 205. Which comes first, a lot of people or a few people? I was one of the few people and I was as unhappy as anybody could be.

But, we moved to Gresham; we found happiness here, and we're looking forward to progress with a new road leading near our home which will alleviate a lot of disturbance to me if they eliminate that terrible turn where we play chicken to cross down at Fairview and Main, and on this program that is done.

Now, many of you have spoken about the people or the children who are going to have trouble crossing. That's right. But, have you considered an elevated crossway? They're not too expensive and they're safe. They're using them down on Gresham - on Glisan at Glenfair School. The children cross there at no problem at all. And, I think if that is necessary, I hadn't thought of it until tonight, I believe that that could be applied where these people are so concerned about crossways. And, I heartily endorse this whole thing. Thank you.

MAYOR MYERS: Thank you very much, Mrs. Wessling. Mr. Dennis Slaughter. Mr. Slaughter.

MR. DENNIS SLAUGHTER: My name is Dennis Slaughter I live at 1133 N.W. First. My name is spelled Slaughter. I am a member of the Citizens Advisory Committee - I have been since January, 1978. I am not speaking on behalf of the Committee. I am speaking as a minority opinion of that Committee.

I will try to contain my remarks to three or four areas; those being the original purpose for this project and a lack of need for it as it is now designed. The environmental impacts has put forth in the DEIS alternatives that I believe will accomplish what is needed for Gresham with less adverse affect on existing neighborhoods.

When this project was first put on the maps - on the Land Use Planning maps - in about 1966, it was to be what it is now referred to in the Draft Statement, a connecter between I-80 North and the Mt. Hood Freeway. I feel it is unfair to the thousands of people in S.E. Multnomah County and N.E. Clackamas County to use the entire $7,000,000 plus of the Mt. Hood Freeway transfer funds designated for this project.

In my opinion, the project is not needed because: Growth boundaries for S.W. Gresham are nearly reached; commercial development west on Powell at 190th, presently at 174th and future development on the Meadow-Land Dairy property will make it much more feasible for people to get to those nearest commercial developments from the southwest area by going out to the west.

Also, the traditional work routes for people living in S.W. Gresham are out 190th and west on Powell.

Without this project the extension of 182nd to 190th, as outlined in the letter that we were given tonight, will make it more attractive for Southwest Gresham residents to get to the east-west arterial and to the Banfield Freeway. This is exactly one of the purposes stated in the DEIS, page 1-3, paragraph 142, titled Project Purpose. This Draft Environmental Impact Statement, which had to be prepared before this hearing could commence, I believe, contains a lot of technical data that can be used by the City of Gresham for years to come. Some of the impact statements I disagree with appear on Table S-1 beginning on pages S-6 of the DEIS.

At the last Citizens Advisory Committee meeting which was held in the latter part of July, Mr. Crouch of the Department of Transportation, Oregon State, asked me how I felt about it and I said that I could take an exception to almost all of the impact in it both for the build impacts and the no build. I would like to take up a few of them because I think that is what's relevant in this hearing - is what has come out of this Draft Statement.

On Table S-1 under the no build alternative, the significant decrease in 1990 travel speeds on major streets, I think this is a good thing because as has been pointed out, this is still a residential street and I don't think a 35 mph street with traffic signals where people will try to get through them under yellow is going to be any improvement. The level of service at Main-Division intersections for peak hour 1990 traffic that can be done with what I feel are alternatives that can be acceptable to the City that I will address in a few minutes.

There are other things in this statement that I feel can be alleviated with a project not quite of this magnitude. It is my beleif that the officials and managers of the City of Gresham have abilities and influences to obtain the necessary funds from the Mt. Hood Freeway transfer from the MSD to improve the accessibility for emergency services from the new city hall, to prevent undue congestion in the central business district and provide access to the central business district for Southwest Gresham and to the fairgrounds commercial property development in this manner:

a) Do the development from Division to Fariss as indicated on the plans.

b) Do the Powell to Butler Road as outlined in the proposal.

Both of these I believe can be done with a minimum of expense because a lot of the right of way is already set aside. It may not be purchased but it's set aside. There's no structures to be relocated.

c) The use of Miller and possibly a new street from the fairgrounds property to Powell at the vicinity of Walters Road, which is already an existing collecter for a neighborhood of Gresham, with the displacement of possibly one business or one residence. Also there would be no waterline relocation at the location of Ava and First or extensive landcuts which adds cost to this project.

d) I would require the development, the developers of the fairgrounds project to install adequate streets compatible with both ends of the project as required of residential developers at this time.

My personal objection to the project as it is now designed is the physical and psychological barrier it produces at First Street for my family, their friends and my neighbors. This is one of the most popular pedestrian routes for neighborhood access to the central business district.

Overall, I feel the proposed corridor is not fair to all of the citizens of Gresham. I believe the greatest benefit to be to the commercial development on the fairgrounds property. Thank you.

MAYOR MYERS: Thank you, Mr. Slaughter. Next we will call on Mr. Bill Jastram. Mr. Jastram.

MR. BILL JASTRAM: Mr. Mayor and members of the Gresham City Council. My name is Bill Jastram. I reside at 560 N.W. Birdsdale - that is a correction to what's on one of the attachments you have - the address. I'm the Chairman of the Citizens Advisory Committee which was appointed by the City Council and the Mayor of Gresham in December 1977.

Our assignment was to review and make recommendation concerning the build-no build alternatives for the 221st-223rd proposed corridor.

Our second assignment was to select possible options within the specific project if the build alternative was to be endorsed. Our committee was composed of 11 community members selected for their immediate proximity to the proposed corridor and there's an attached list for the committee members and their location and their relationships to the project.

This Committee has met for some 20 months and dozens of meetings. We have held four public information meetings throughout this period. All these meetings have been well attended and provided valuable citizen's input concerning this project. In addition to this, all our Citizens Advisory Committee meetings were open to the public and public testimony was taken at many of these.

I feel as Chairman of this Committee that many of the individuals serving on this Committee are among the best informed people in Gresham as to the nature, impact and design of such a corridor, having spent so many hours and meetings listening to the public and meeting over alternatives with various public agencies. We have studied and discussed numerous transportation statistics, road alignments, contours, dividers, widths, crossings and landscaping.

We have met with the citizens of Gresham, door-to-door, face-to-face in our meetings as well as public meetings, and with the officials from the Oregon Department of Transportation, the City of Gresham, Multnomah County, Tri-met and private developers along with proposed corridor.

At this time I would like to thank the Committee members for their support, not necessarily for the project in its entirety, but for their support in backing us up as a Committee and in forming ideas for this project.

In all we have invested hundreds of hours over the past year-and-a-half in numerous meetings to determine the advantages and disadvantages of such a corridor. The following is a summary of the findings of our Committee. The Citizens Advisory Committee appointed by the City Council elected 9 to 2 to favor the build alternative of the proposed corridor. Of those who wish to express their opinion as to the options they favored, a majority endorsed the following options: A-2, C-1, D-1 and E-1. And I can go into detail on those if you wish later, although they are on the maps that you probably have before you.

Our Committee, as well as the Oregon Department of Transportation, the City of Gresham and the Draft Environmental Impact Consultants had all been informed by the developer of the fairgrounds property that none of the B options were a possibility considering current development plans. Therefore, after that time, the point of time when we were informed by the developer, the Committee did not address the B options at all. I have in my possession, I've distributed copies to the Council and the Mayor, a copy of a letter from David Ehrhardt, the developer of the farigrounds property. And I will read that letter into the public record.

August 29, 1979. To the Citizens Advisory Committee for the proposed 221st-223rd corridor:

Due to a scheduling conflict, it is not possible for me to attend the public hearing that is being held this evening at the Gresham City Hall.

As the developer of the property known as the Old Multnomah County Fairgrounds, I felt some input would be necessary regarding the corridor.

As you may be aware, we have been working with the Steering Committee appointed by the City Council to evaluate the kind of development which can be placed on the fairgrounds property. The main objective has been to improve the existing City while adding a strong "value generator". The conclusion has been that a regional size shopping center is the best alternative.

Option B as addressed in the Draft Environmental Impact Statement would make it impossible to locate a center on the site. The intersecting streets given in the option would segment the site, making it unusable for this purpose.

Hopefully this observation will be helpful in your consideration.

Sincerely,
David Ehrhardt

The following is the rationale for supporting a build alternative:

1. This corridor now exists as a portion of the Gresham Comprehensive Plan.
2. This corridor will provide valuable transportation relief to existing north-south arterials and neighborhood streets.
3. This corridor will relieve existing traffic congestion in the Gresham Central Business District and facilitate its expansion.
4. This corridor will provide major access to existing east-west arterials.
5. This corridor will provide well-needed north-west service for the rapidly expanding Southwest Gresham residential neighborhoods.
6. This corridor will provide for the replacement of the existing bridge at Johnson Creek and Towle Road.
7. This corridor will enable Tri-Met to provide service to areas in Southwest Gresham that are currently without service.
8. This corridor will improve traffic safety by reducing traffic volumes in high accident intersections, two of which I may add are the highest of which are Burnside and Main and Division and Main.

9. This corridor may serve to reduce air pollution by eliminating stop and go traffic patterns within the City.

10. This corridor will serve to improve pedestrian access by providing full sidewalks throughout the length of the project. In addition to the copy you have, I have put,

11. In addition to the above it will provide an effective transportation corridor for public safety vehicles such as police and fire.

Additional endorsements are included in this report. The following is a list of individuals, organizations, and citizens of Committees who have contacted us with their support for a build option:

Gresham Comprehensive Planning Citizen Task Force, who will be giving testimony later.

The City of Gresham Fire Department.

The Council appointed Commercial Triangle Committee of which Bob Bergeron is Chairman.

Gresham Senior Center, Lyle Thomson, President of the Seniors United.

Gresham Area Chamber of Commerce.

Downtown Gresham Boosters.

Betty Schedeen, Metropolitan Service District, local representative.

Gordon Shadburne, East County Representative to Multnomah County Commissioner.

If there is any further questions from the Council, I would be glad to answer those, if I can, on behalf of the Citizens Advisory Committee. (For complete written statement, see end of transcript.)

MAYOR MYERS: Thank you, Mr. Jastram. I, I appreciate your testimony but we're limiting the questions. Next, Mr. Terry Hannon. Mr. Hannon.

MR. TERRY HANNON: Terry Hannon, 1344 N.E. 137th. I am an attorney and have my office on Eastman Avenue, which faces on a portion of this project.

MAYOR MYERS: Would you please raise the microphone a little, Mr. Hannon? You aren't coming through.

MR. HANNON: I'm here tonight representing myself and not appearing on behalf of any group, even though I am directly affected and obviously owning some commercial property on this street would have a financial impact in my favor. I have practiced law in Gresham for eight years and I would hope that my comments would be received - "X-ing" that any peculiar gain that I might have out.

I see the problem as two basic problems. The first we could solve by enacting a law that says that only those of us who are born in Oregon can stay and all the rest of you have to leave. We have a little bit of that problem in Gresham. Obviously we cannot control the people that are moving to paradise in effect, the State of Oregon. We cannot control, have little or no control over the people who are moving into the Gresham area.

As a matter of fact, when you look at the mix of various governmental policies, we can't help but be awash with people and their vehicles in the years to come when you study the regulations and the land use regulations, what they say is that we are no longer going to have urban sprawl. We are going to build over the services in the transportation corridors. We are going to preserve the greenbelts and the farmland.

And, when you boil that down to the bottom line, what it says is in the real world, we are going to build where there are sewers. The reason you have moratoriums in Vancouver, Beaverton and the Southeast portions of the Portland Metropolitan Community is because they don't have sewer capacity. Our City Fathers saw fit many years ago to do two things - they encouraged the formation of Mt. Hood Community College and they started what has turned out to be the biggest factor and the biggest boom to the quality of living in this area which is basically the Gresham sewer systems. So, we are back to basics and the point is this - you are the keepers of the reigns and probably one of the few communities that is going to have the growth potential over the next few years. There is literally no way you can stop the growth and all we can really do is try to manage it as effectively as we can.

Now, transportation in this particular street are just a part of the solution. The solutions are becoming more and more costly. I would suggest to you that you should grab this opportunity and do this project as fast as you can because if we are not already in an era of maybe our expectations are exceeding our means, we soon will be. The people are coming. It is just a matter of time until this Council starts hearing arguments that, on little things, like, you should remove your heighth restrictions on buildings.

If the Portland Metropolitan area is going to house all of the people that are coming to Oregon and the Willamette Valley and the Portland Metropolitan area, Gresham with sewers is going to have high-rise residential apartments. When you multiply that out, you're going to have people and cars all over the place. I see this particular street and thoroughfare as nothing more than an addition to 181st - 242nd. We've got to have them all.

So, I guess the thing that bothers me as an individual, is that we, we have so much democracy now that we can't get anything accomplished and I would urge you to expedite this project and anything like it that will make the quality of life in this community just that much better.

I have empathy for the people on Towle Road who are going to have this in their frontyard. I've, in my own home, have experienced the same kind of public taking, as it is, for a greater public use in my backyard. These things happen. And, they are going to continue to happen and it's just the small price that we pay to live in this community. Thank you.

MAYOR MYERS: Thank you, Mr. Hannon. Mr. Merle Frank.

MR. MERLE FRANK: Merle Frank. I am representing in a way the City of Gresham but most in particular a provider of one emergency service here in the City.

The City of Gresham or City of Gresham Fire Department definitely does support a north-south corridor route and in particular is open to really any of those options. But, we do need a north-south access. The Fire Department planning has been built around this, which as stated before, has been in the comprehevsive plan for something like 13 years. Facilities have been in place and a lot of dollars have been spent to this point in time, or at this point in time, relocating facilities and getting in line with our plans and we do not want to see it thrown out because it definitely will for years to come affect our ability to deliver a fire protection system to this community.

Our five-year plan as presented to Council earlier included this as one point of our plan which definitely affects response time not just to Southwest Gresham but into the core area and also Northeast. And, as Gresham grows, access is one factor. It is also taken into consideration in your grading. Right now north-south through the core area, we have to use Miller, Fifth, First. None of them are wide enough to actually operate emergency vehicles and allow people to comply with the law. Pulling to the right there is already cars parked and with the traffic and congestion that we have, we are almost at a stop in our emergency response and unable to move freely through the traffic pattern.

Another important point is getting volunteer firemen to the fire stations. The City of Gresham has maintained a policy of a combination department so it is not only important for access to an emergency incident with emergency vehicles but also to get volunteer firemen to the fire scene and we have them sitting right now on Powell. And some people say they sit 10 minutes and that is true.

We have volunteer firemen not being able to get to the fire station to provide a quick response and we are relying on our backup fire protection which in turn affects the City's tax rates and whatever, because we want to maintain a volunteer department. So, the decision that the Council makes will affect the fire protection delivery system. Also, I think, indirectly will have an effect on tax rates and the ability of a volunteer fireman to function within the City of Gresham.

The other thing that we would like to see included and we understand is included in the Burnside widening project is an opticom signal control system. We would like the signals on this particular corridor, the numbers, quantity, or whatever, to include an opticom control system to allow emergency traffic to proceed under a green light and stop cross traffic which will in turn make it safer for the general public and emergency vehicles en route to emergency situations.

But, in general we would like to say we do support a north-south corridor. The alternatives are open. We are willing to work with just about anything. But, we definitely do need the corridor.

MAYOR MYERS: Thank you, Mr. Frank. Nelda Oeser. Nelda Oeser. Is Nelda Oeser present? Apparently not. We will go on to Richard F. Ryan. Mr. Ryan.

MR. RICHARD F. RYAN: My name is Dick Ryan and I live at 45 N.W. Sleret Street. Mr. Mayor and City Council, I have about 14 points but I won't make them all. I am not opposed to the corridor as such but I am certainly opposed to the magnitude of the project, especially through the fairgrounds and the effect that it will have on Wallula Heights.

Now, as some of the people in this room know, at the first Citizens Advisory Committee meeting that was open to the public, I proposed that instead of spending all this money to bring the people from Towle and go east with them that we ought to go from Johnson Creek and go west with them and come out at 190th or this new Mr. Keller Road, that I call it, connecting Heiney into 182nd Street. This makes a whole lot more sense than bringing all these people down to Powell and then letting them filter up Powell.

Now, at one of the other meetings I requested and have not at this point in time received any indication of the volumes of traffic through Wallula Heights and I look on the page, if you'll look in the plan that we have here, Page 39 and Exhibit 3-4, we find that the traffic on Sleret and I might add this is the only thing- adverse comment in the whole Draft Environmental Statement is that it will slightly increase the traffic on Sleret and Ava Streets. Well, I don't consider the fact of 668 cars going past my door on a street that is not wide enough for two cars to pass when I am parked on it at 600 and some odd vehicles a day being what I would consider a slight increase.

I would like to know how many cars the State Highway Department says goes by there today. And I haven't got that number. But I can't compare the 600 that it says we would have in 1978 with a build possibility or an 1,800 if we didn't build this thing in 1990. I've got nothing to compare it. I know what I feel goes by the door and it is a whale of a lot less than 600 vehicles in 24 hours.

I am frankly very concerned about shutting off Wallula Heights from the rest of the town. We have enough trouble getting out onto Powell now, as other people have testified, and this is certainly not going to improve it one iota, it is going to make it worse. Traffic is going to be stopped at Powell. You got a two-lane road. You're coming down there and right now if you put a stop on there, traffic is clear past Sleret.

If you want to try it sometime, just step out in front of it, make somebody stop, and see how far the traffic backs up before they get going again. And that light isn't going to help that situation.

I also feel that, again, I cannot quarrel with the people that like our south route. But, if I was somebody living over on 257th or 242nd and I had to work my way to the freeway, I sure wouldn't want somebody spending $7.6 million out here. I would want it down in my own area so I can get to town.

Now, the Citizens Advisory Committee at the point in time that they were given direction says, okay, we've eliminated all but this corridor. This is the corridor that you are to look at. Now, the fact that they're going to put a development in the fairgrounds has no bearing on this, none whatsoever, but, it is a very, very real problem and I think it is more of this project than just a highway. And, I have to agree with a couple of earlier gentlemen that a developer should pay for the right of way and the road through a development, not us as taxpayers. Thank you.

MAYOR MYERS: Thank you, Mr. Ryan. Next we'll move on to Mr. Rodger Clawson. Mr. Clawson.

MR. RODGER CLAWSON: Thank you, Mr. Mayor. I am Rodger Clawson, 361 S.W. Fourth. First of all as a member of the Citizens Advisory Committee, first of all, I would like to make it clear that I don't feel that this is a freeway.

Secondly, being involved in some of the long-range planning for the City, I would like to see us carry out some of the long-range plans that we have developed before. For instance, we developed Main Street as a two-lane highway in anticipation of this corridor being built and now to not build it means that we've made a mistake back when we allowed Main to only be a two-lane highway in front of the high school.

The trees seem to be a point this evening. We, as a Committee, spent at least three meetings trying to move the road one way or the other to save those trees as we did most of the way along the road trying to save as many natural things as we could. I would like to point out that there are kids playing along Powell, at West School, behind the fence which would be closer than the proposed. It would be just as close as the proposed roadway to the other schools.

Also those children coming from Wallula Heights now have to cross Powell and if they choose to come down to the corridor and cross Powell at a signalized intersection and then go in front of Bateman Funeral Chapel down to the school, they still only have to cross Powell. I don't look at it as a separation of east and west Gresham, but as a separation between a commercial development and a residential development.

We on the committee set the road up to eliminate the 82nd, 122nd, 66nd syndrome by eliminating parking, eliminating the curb cuts so it would just be people driving through the area and not getting to businesses along the corridor.

In conclusion, being a long-time Gresham resident, as Gresham has made livable for me as I grew up by having the services keep track with the growth, let's help Gresham be livable for my children by keeping up with the growth. Thank you.

MAYOR MYERS: Thank you, Mr. Clawson. Mr. Richard Cary. Mr. Cary.

MR. RICHARD CARY: My name is Richard Cary. I live at 510 N.W. First. And during the first few meetings that I attended, about 1 1/2 years ago, several times I think, I believe it was Steve Crouch talked about noise barriers. And, at the last meeting I attended, suddenly there is no money for noise barriers. And I think a project as expensive as this with enough money for landscaped medians should have enough money to protect the local residents from the noise. I think provisions should be made for some type of barriers. If this road is build without barriers, you are going to ruin one of the best and oldest, nicest neighborhoods in Gresham, at the First Street area. Thank you.

MAYOR MYERS: Thank you, Mr. Cary. Mr. Claude E. Hunter. Mr. Hunter.

MR. CLAUDE E. HUNTER: Mr. Mayor, ladies and gentlemen. My name is Claude Hunter and I am a Towle resident. I live at 3320 S.W. Towle; I have for the last 7 1/2 years. And, when we attempted to look for a place to buy we searched, looking for where the Mt. Hood Freeway was going to go. Well, we didn't find the exact route, nor did we see this layout either, but, that might not have kept us from buying the place we did.

Most of my comments were written in the form of questions, so I will try to convert them to statements. Like the lady earlier said, that about the road starting nowhere and going nowhere, I think she must have been talking where it dead ends into Butler which is nothing but a mountain, the other side of Butler. I don't know where this road is planned to after this. It has to go right or left. It sure can't go straight ahead.

If it were to move traffic, it looked to me like a better route would be to break this off closer to Johnson Creek somewhere and route it toward 190th because it goes nowhere, it is dead end.

And, in the 7 1/2 years I've lived on Towle Road, the only bicycle traffic that has been there has been the local kids and I can't see spending a lot of money on bicycle paths similar to that on Powell when it's not going to get the use that the money would - it just wouldn't come out dollar and cents wise.

I would never use this road living on the south end of this road. I would very, very rarely ever use it to go into the town of Gresham. I work, my traffic takes me north and south but, by using this corridor it would cost me money in gasoline. I couldn't afford it. If I could get off at Birdsdale Avenue, where I presently get off, which on some of this proposed route it cannot exit making a left there. But, I can go straight north as far as Sandy Boulevard and by taking this corridor why it would put me several miles out of my way and I couldn't afford to do that daily every week. Thank you.

MAYOR MYERS: Thank you, Mr. Hunter. Next is Michael Shepherd. Mr. Shepherd. Michael Shepherd. Okay, Melvin J. Hervey. Mr. Hervey.

MR. MELVIN J. HERVEY: Mr. Mayor, ladies and gentlemen of the Council. My name is Melvin Hervey. I reside at 2563 S.W. Wonderview Drive, Gresham. I'm representing the Gresham Comprehensive Planning Transportation Task Force. We, the members of the Task Force, support the proposed 221st-223rd Street Improvement Project in Gresham. We support the general concepts of the project and have no specific recommendations regarding the suggested connection options along the designated route. Further, we urge the Gresham City Council to vote "yes" for the build alternative and to select the connection options as soon as possible to facilitate construction start up.

Our reasons for supporting and urging the Gresham City Council to support the 221st-223rd Street Improvement Project are as follows:

According to a completed study (which is the Gresham Transportation Study Year 2000 Travel Demand Analysis) almost all major north-south roadways in Gresham will have approximately 25% less roadway capacity than the projected traffic volumes by the year 2000. All north-south roadways, except Kane Road, will exceed their capacity by the year 2000.

This proposed route would connect with the major east-west routes in Gresham, thus improving traffic flow patterns and access to such east-west connecters.

The proposed corridor would relieve much of the traffic congestion in the Gresham Central Business District. North-south traffic flow and street capacity through Gresham's central area has been a recognized problem for the last fifteen years. Street improvements have been recommended since 1966 and construction of a new north-south arterial (221st-223rd) was proposed. As a result, the plans for such a project are in conformance with Gresham's Comprehensive Plan that was adopted back in 1971.

This proposed corridor would provide good north-south service for Southwest Gresham. Primarily residential, the southwestern portion of Gresham is one of the most rapidly growing areas in the community. And without construction of the 221st-223rd corridor, projected traffic volumes will undoubtedly result in high levels of congestion and disrupted flow for people traveling to and from this area of the community. The project would also replace the narrow bridge at Johnson Creek.

The corridor would improve traffic safety by reducing traffic volumes through intersections that have high accident rates.

The corridor would enable Tri-Met to provide service to areas in southwestern Gresham that are currently without service.

The corridor will provide good access to the proposed light rail transit station.

Proposed traffic flow patterns on the 221st-223rd corridor may help reduce air pollution by reducing a lot of the stop-and-go patterns.

The corridor provides for improved pedestrian and bicycle access, particularly with the proposed bicycle lanes between Fariss Road and Heiney Road, they are not similar to the ones on Powell, thank heavens.

At this point in time, residential displacements resulting from the project would be minimal.

Again we urge the Gresham City Council to support this street improvement project. (See end of transcript for complete written statement.)

And, now, if I may have another moment to step aside from the group that is comprised of cross sections of the citizens of the City of Gresham who have been working for the past two years looking into the future for our City, I would like to speak for myself who is a resident of the southwest region, Marpol Ridge in particular and several of my neighbors.

I could go through all of the reasons that I have given here and many of the other people have given about the congestion, the suicide bridge at Johnson Creek, trying to get on to Powell Boulevard from Towle from the newly access of Birdsdale, and it's much easier, I know for myself and many of the residents, just to swing down to 190th and even to take our life in our hands crossing there. I don't feel that it's going to segregate the citizens from the commercial area downtown, in fact it is probably going to help. It's much easier like I said to go down to 190th, go down to Rockwood to do our shopping, turn left and proceed on down Division rather than turning right and going into the core area of the City that we live in, that we support.

So, as a resident and in particular for other neighbors that I have conversed with, we also ask that you vote yes for the build. Thank you.

MAYOR MYERS: Thank you, Mr. Hervey. Mr. Ken Bateman. Mr. Bateman.

MR. KEN BATEMAN: To Mr. Mayor, to the Council members and representatives of the State Highway Department. I am Ken Bateman. My residence is 506 W. Powell Boulevard in Gresham. I speak for myself only. I represent no one and I am glad to see that this project is finally coming to a head.

I have served on the Council and the Planning Commission in the City of Gresham for 23 years, resigning last year feeling that somebody else younger should step in.

But, I don't know how many years ago it has been that the north-south traffic through the City of Gresham was a vital part of our discussions on the Planning Commission when Cy Nims from the University of Oregon first drew up our Comprehensive Plan. The members of the Planning Commission delved into several devious routes to get north and south. We considered widening Birdsdale. We found that that was not feasible. We considered changing the routing of Birdsdale, taking it below the brow of the hill and bringing it in closer to the 190th intersection there and we found that that was not advisable either. But, all through the years, the north-south traffic was a vital part of our discussion on the Planning Commission here the City of Gresham.

And this discussion here tonight reminds me of the discussion that we've had in the City here a good many years ago. While this project is much bigger, it was no more vital at that time than this is here. But, that was the widening of Wallula Avenue. And for you old-timers here, you can remember the hours that we spent here in the Council Chambers arguing over the widening of Wallula Avenue and I burnt the midnight oil several meetings with local residents in the area that did not want that street widened. Finally, it came down to the fact that there should be a hook in the end of Powell up here where Dr. Hughes use to live to save that gorgeous tree. And Doctor Hughes happened to be Mayor at the time and they kind of threw it at him that if that road was widened that they would lose that famous tree in the corner of his property. And Doctor Hughes' only comment was, well, if progress is that important, the tree will have to go. But, we have to look for progress.

Wallula Avenue was widened and it's one of the nicest streets in the City of Gresham now. And the tree still stands. And I think for the citizens of Gresham this north-south arterial is a must and should be built as soon as possible.

MAYOR MYERS: Thank you, Mr. Bateman. Mr. Wayne Dotty. Mary Zoe Petersen.

MS. MARY ZOE PETERSEN: My name, Mr. Mayor and ladies and gentlemen of the Council, my name is Mary Zoe Petersen. I reside at 1000 N.W. 3rd. I own property at 500 N.W. 20th in Gresham. And I am an unofficial spokesman for the thousands of Gresham citizens who each day risk life and limb crossing Burnside at Main.

My husband and I wish to encourage rapid progress with the proposed 221st-223rd road improvement. Our particular areas of concern are options A-2 and A-1 and the intersection at 223rd and Burnside. We favor the A-2 proposal. We do not like to see the people to the east of Fairview cut off from access.

We feel the proposal is a definite benefit to the health and safety of the general population of all ages and a unique opportunity for our lovely town to become truly separate from our big brother to the west. It's been my philosophy and that of my family that if you can't get it in Gresham, you don't need it. And we feel that this would enhance that.

MAYOR MYERS: Thank you, Ms. Peterson. Jerry Furgurson. Mr. Furgurson. Is Mr. Furgurson present? Apparently not. Mr. Kenneth Cook. Is Mr. Cook present?

MR. KENNETH COOK: Mr. Mayor and members of the Council I would like to commend you for the meeting this evening. I know it is a long and tiring thing and emotions are a little bit high from time to time.

I would like to make just a few comments. My name is Kenneth Cook and I live at 466 S.W. 6th which is generally up in this region.

Number 1, I feel that the notification procedure was fairly good. However, something that has this impact and the magnitude, we have to be very careful. I've heard a lot of comments about people not knowing. I think we've, the Council has gone overboard in trying to notify people, but, I think that we should use a little bit of caution because of the magnitude of this project, i.e.:

1) Ten days for written statements. I personally don't think that is adequate. I think 30 days would be a minimum, especially for a person that couldn't attend that type of thing.

2) I think if you are aware of the Noise Control Act of 1972, which is a Federal publication or the 1974 document by the Environmental Protection Agency, it talks quite a bit about noise.

And, what it is saying there, and you may not know this, that a ten decibel increase doubles, doubles the sound level, the perceived sound level. What's that mean? Well, I looked in the Draft of the Environmental Impact Statement and I noticed that the consultant or whoever did it came out and studied the noise. They came out on Manday, January 29, 1979. What were you doing this January? It was one of the coldest Januarys we've ever had. It might have been snowing, I don't remember. Okay.

But, the point is, they took two times January 29 of this year and between Monday and Wednesday of February 26 - if you study the document concerning noise, you have to have a minimum of a seven-day period and you have to have them in a variety of seasons because wind affects it, it affects noise, is it raining, is it snowing, are people staying home? You need that cross section, that information to make a good decision I believe.

Now the Department of Environmental Quality is very good at this and in effect, they will review as I understand the documents. However, I think that perhaps we should consider getting those people involved, very deeply involved, before we make a final decision.

Now I'm not, I'm not opposed to exactly what you're presenting. I just want to say a few words of caution. Let me from Page 3-57, "requires that existing sound levels in the project area be determined." Okay, and then it goes on to say, "The equivalent sound levels throughout the project area are typical for an area like Gresham, except for one phenomena. The project area lies in the valley and, therefore, becomes a wind tunnel under certain meteorological conditions."

And if you have not stayed in a motel next to a freeway, or in a area where, have you ever got up in the morning and, I just couldn't sleep that night. It's a very serious thing and I'm not saying that what is here is not accurate, but, I am saying that the way that it was studied really needs some consideration. And, you personally need to look at that and say, do I have all the facts to make the decision because the representative sample that they've taken, I think, needs to be looked at more carefully.

So, in summary, again, thank you for taking the time. I know everybody is tired and emotions kind of take over at times. But numberone, I believe that we need more noise monitoring from a representative sample of what the impact is going to be. And, I would suggest that the Department of Environmental Quality be very deeply involved. Did you know that a ten decibel increase, and if you look on Table 3-10 of this document which most people couldn't read in a lifetime probably, you know, if you look at it, there are a lot of ten decibel increases. Use caution because if you are there, I guarantee you, you are going to be very concerned.

And lastly I would say, there are no sides in this issue. Dog-gone it, we live in Gresham and we're concerned about the quality of life, we're, yes, we're concerned about inflation and fire protection, and, all those things, and a lot of people put a lot of work into this. And, I think that is fantastic. But, let's don't overlook the last thing that really kind of discourages everything that we've done. Let's build the effort together and take a real close look at this because you are going to make the decision and, as you do, it would be an injustice to yourself and to all the people who put all this work if you don't concern yourself with noise. Thank you.

MAYOR MYERS: Thank you, Mr. Cook. Now we'll call on Mr. Carl Berry. Mr. Berry.

MR. CARL BERRY: Mr. Mayor, ladies and gentlemen of the Council. I think that the number of proponents that are here tonight has to be considered exceptionally impressive. As you know, sitting in on as many hearings as you've sat in on and I've had four years of experience on a Planning Commission myself, you know that the majority the people that take the opportunity to appear at these hearings are the people that are against whatever the project might be, but, the number of people that are here in favor, I think, has to be weighed with an exceptional acceptance on the part of this body.

Six years ago I worked on a Public Works Task Force for the City of Gresham and at that time there was a good deal of study going on with regard to this proposed corridor. And, I really have been waiting, and I've called Mr. Keller's office and several other people many times over the last six years asking what in the world is happening, why hasn't this particular project gotten off the ground, particularly in lieu of the fact that we weren't able to move traffic out of the southwest safely into the other areas of Gresham and into the ingress and egress routes into the City of Portland. It's something we've needed for a long time, it's about time we got with it.

I think that we have to recognize too that any street or any kind of progress in a community or in a city hurts someone, somebody has to give a little so that the majority of the people can experience a better way of life. That's been the system throughout this country as long as I've been around which is almost 53 years and I don't think it is ever going to change. I think if anybody is going to be inconvenienced with this project as far as a resident is concerned, it's got to be me.

That gentleman that was talking about traffic backing up on that bridge on Towle Road really struck a note with me because that traffic backs up in front of my driveway and there was a time when I first moved to this City 12 years ago that maybe one car every 15 minutes went up and down Towle Road. But, as you know today, Towle Road is a massive traffic jam, particularly at those places where it has to cross other major intersections.

This appears to me to be the best plan to eliminate those hazards that we've been experiencing through the development and the growth of the City of Gresham.

I have a couple of problems, however, that I'm really not sure if they can be answered or not, but, in option D-1 and option D-2 where Towle Road and the proposed corridor intersect, I don't know if those options are going to allow for a left-hand turn to allow the use of Towle and to allow the use of Birdsdale. I'm confused by the drawing and I think that they have to be; I think that it's essential that those two streets continue to be used to move some traffic, and particularly, traffic that wants to go west as opposed to going east.

And, the other questions that I have, or the other concern that I have is, you know, the record of the City of Gresham really hasn't been that good when it comes to moving traffic safely and economically and efficiently. We've all, as the City has grown, experienced tremendous traffic jams and crossing Powell and crossing Division has been hazardous to say the least. I have just been thankful that none of my family has been involved in a serious traffic accident.

In addition to that, all of the construction, we've been living in a kind of an industrial area down there anyway for the last ten years, with all the construction etc., that's been going on and we've accepted it as a part of progress. But, there are many instances when the rules governing construction in this City haven't been adhered to by the contractors involved.

There have been instances of dumping asphalt in piles along the road. And there have been instances of not removing broken conduits and these kinds of things, and in fact, they're still there and have been for several years along Towle Road. The new improvement that we just saw on Towle Road with regard to the paving between Birdsdale and Powell, there is at this point, right now, tonight, about a 12-foot piece of conduit laying there on the side of the road, metal conduit. And I would be willing to bet you that if you drive there 1 1/2 years from today, it will still be there.

And these kinds of things, I think the City has to assume - it's the City Council and the enforcing bodies have to assume their share of responsibility in maintaining those rules with regards to construction. Additionally, many a time that these trucks have gone up and down Towle Road at 5:30, 6:00 in the morning using their jake brakes to slow up at the bridge and I've called and complained about it and the situation still exists.

Yes, we need it, we want it, we've got to have it. I'm fully in accord with it. Let's do it right.

MAYOR MYERS: Thank you.

MR. SAVAGE: I have one question for you, if I could.

MAYOR MYERS: Mr. Savage, we have limited questions, if you recall and afterwards why perhaps you can do that. Mr. Steven C. Lewis. Mr. Lewis.

MR. STEVEN C. LEWIS: Good evening ladies and gentlemen. My name is Steven C. Lewis. I'm a resident of the City of Gresham at 147 N.W. 12th, which is over by the high school. I am here to testify on behalf of this project. I am in full support of this project. I frankly don't care which of the options you choose. I just would like to have it built. I'm in support of the project not because of the fact that there's going to be a major shopping center built that may be benefited from it.

I am also not in support of the project because of the fact that it benefits the people south of Powell. Nor am I in support of it because of the fact that it eliminates that crazy loop off of Burnside to make the turn to go onto the freeway.

I am also not in favor of it because of the fact that the traffic will be reduced on Wallula or Towle, nor because of the fact that there will be only four residences impacted directly by a replacement as a result of the project.

The reason that I am in support of the project is a very simple reason and one that you've already heard espoused by some of the people that have been opposed to the project. It's a very selfish reason and it's a reason that the fact that I personally will be impacted, my street getting off of 12th Street or onto 12th Street and Main Street is sometimes a very difficult and arduous task, especially when in the evenings when people are coming home from work. I can sit at 12th and Main Street for sometimes two or three minutes. I've had the same problems that people have talked to you about on Powell Street and so on. Unless you have a fellow courteous driver, you sometimes can sit there, it seems, forever and getting onto my street after a difficult day at the office can be very taxing and so on, so, my reason for support of it is a selfish one and I hope you keep this small point in mind. Thank you.

MAYOR MYERS: Thank you, Mr. Lewis.

MR. SAVAGE: Your honor, could I ask that we have a recess, a short recess here?

MAYOR MYERS: We're doing very well, Mr. Savage. I think we better continue. I have now called all of the cards that have been marked and indicated but is there anyone else that would like to testify at this time that did not sign up on a card? Anyone else? We have one gentleman back there. Yes?

RICHARD A. DeCLERCK: My name is Richard A. DeClerck. I live at 1865 S.W. 18th Court in Gresham, Oregon.

A lot of the things that I have prepared have already been stated. But, I just want to say that one of the reasons that I want to see this road built is that as a commuter and my need to get to downtown Portland, I live close to Towle and I do not find 190th to be easy for me to make that left turn and then go on to 181st. So, what I do is I go down Towle and then try to work my way over to Birdsdale and then from Birdsdale try to work over to Burnside and from Burnside I try to work over to 181st and at 181st I finally get to the freeway. So, I find it would be easy for me if this project is built that I will be able to get to downtown Portland much easier if it is built.

But, because of the gas crisis this is something that a lot of people haven't mentioned, but I would be looking forward to the light rail station going in that would give me an option that I think I would be favorable and would try and use. Since the light rail station is scheduled to go in at the new City Hall and this road would go by the new City Hall, I would be making use of that type of public transportation. If not, we've been informed, I believe, in some of the meetings that Tri-Met has said, at this point they can't bring their buses up Towle Road. If this project isn't built, there is no money to fix up Towle Road, so that will deny cummuters like myself access to the Tri-Met system. So, I would like to say as a commuter, I would really like to see this go.

From a personal point of view I would also like to see it go because I think it would enhance a downtown core area for the City. I would like to see Gresham be separated from Portland. I don't think Beaverton really is. I think Beaverton is just a conglomerate and a spreading out from Portland. I think Gresham, by giving this opportunity, can enhance and build a really true, sound solid, distinctive downtown core area that will make it individualistic and will stand apart from the rest of the metropolitan area.

I know that elderly and handicapped housing is going to be going in close to that area. I think it is important to bring people back to the center of the City. I think putting this road in will enhance the credibility of building such developments in the core area which means you will be bringing people back to the central area and I think that this road will be very important in the eyes of any of the Federal agencies that would be supportive of putting in elderly and handicapped housing.

And, I would also like to point out that since I live in southwest Gresham and my daughter is going to be attending the new school that is being built off Birdsdale, there will be times when she and her friends will be wanting to go down and use the recreational equipment and the outdoor playground equipment that will be there. And, they will probably be riding bicycles and will be walking there on the good days and, at this time, we don't have any type of really safe access down to those areas because of the narrowness of the road and the ditches and that sort of thing. So, I would, again be in favor for that reason.

I just really feel that this City Council is a very concerned City Council; that you will watch the type of development that will go along this road; that you will not let it become something that has happened in the unincorporated Multnomah Councy areas like 82nd or 122nd. I think you have your thumb on what is going on and that you will require good planning and require that the kind of development that will become enhancive of a quality of life that we enjoy here in Gresham.

So, I think at that point, I look forward to this road being built so that my personal quality of life can be enhanced. But, not just that, I like to see the whole City, I hate to live in a half-finished house and I kind of feel like the City is half finished and I would like to see a completed City as well as a completed residence. Thank you very much.

MAYOR MYERS: Thank you, Mr. DeClerck. Anyone else before we adjourn? One, two, all right.

MS. ALISA SLAUGHTER: My name is Alisa Slaughter and I live at 1133 N.W. 1st. If I suddenly suggested to you that this entire project be junked, be completely disregarded, you would dismiss me as impractical. And yet I consider the project proposed as impractical, to the other extreme. There are too many problems associated with this, pollution, and other things. Thank you.

MAYOR MYERS: Thank you, Ms. Slaughter. Is there another gentleman back there?

MR. LARRY THOMPSON: I am Larry Thompson. I live at 366 S.W. Wallula Court here in Gresham. I am not one of the oldtimers, but, I have been born and raised right here in Gresham. And, I understand the problems we do have. I have seen the population grow and the traffic grow. We are going to have problems in the future. I think we do need some type of alternative traffic routes in this area. I'm not opposed to the corridor. I'm not promoting the corridor. As it sits, if it is built, I am going to direct my attitudes to the section between S.W. Florence Avenue and Towle Road. I bought a cul-de-sac in that area. I bought a cul-de-sac because my future children I want to be able to play safely and I want less traffic volume to my front door; hopefully, decrease the crime rate.

Now, as the corridor sits and as it is staked out, it will be passing directly in my backyard. I am suggesting, if this corridor must be built, let's try and move it closer to the railroad tracks in that section there. It will keep it away from the residential area that is already there. There are new powerlines that have been installed next to the tracks. Utility companies could more effectively work on those powerlines, and, like I said, it would increase the traffic through the residential area that now exists there. Thank you.

MAYOR MYERS: Thank you, Sir.

UNIDENTIFIED PERSON: Mr. Mayor, I would like to ask him to comment on the sound barrier. We have heard nothing about that tonight and he is the only person.

MAYOR MYERS: All right. We will permit a comment if he has one.

MR. THOMPSON: A comment about the sound barrier. I don't know anything about the sound barrier that's going to be proposed, along the sides of the corridor, you mean? Is there one?

MAYOR MYERS: He may want to address some questions to the people in the lobby afterwards because we do have them available and we want them to be used. Anyone else? Mr. Slaughter again?

MR. SLAUGHTER: I won't take much time. I just wanted to clarify one thing with probably Mr. Crouch. As I said, I was on this Committee and we were supposed to have taken a vote, you know, on how we were going to recommend, while it was taken by a telephone poll, to be exact, it was taken two nights ago. That doesn't give the minority much time to prepare remarks. But, I want to clarify one thing with Mr. Crouch. In the letter I received today indicating and urging all of us to come to this meeting, there were three alternatives that were listed in that letter: A-2, C-1 and D-1. As alternatives that this CAC recommended, do you agree with that?

MR. CROUCH: I was told that by the Committee Chairman.

MR. SLAUGHTER: Okay, I would like to know, Mr. Crouch, why if a long time ago the Committee decided that none of the B alternatives were usable, why the preparers of the Impact Statement didn't get the word? Because if people feel that this is going to increase accessibility to the downtown area, if the developers don't want any of B options, that allows no access off of this street in the area of 5th to Main Street - if none of the B options are approved, the only access will be on Division Street, on Powell and on First Street. So, I just wanted to clarify the point, is this a recommendation of the CAC in your view?

MR. CROUCH: That was the statement by the CAC Chariman, Bill Jastram; I was not a part of that poll.

MR. SLAUGHTER: Okay, then I think the City Council should be aware of the fact that evidently the preparers of this DEIS didn't know that because it's on all of these grid maps. That's all I wanted to add. Thank you.

MAYOR MYERS: Thank you, Mr. Slaughter. Anyone that hasn't testified that would like to. Now, here is a gentleman up here.

MR. FRED McCAULOU: I would just like to make a few brief remarks about the C-2 option. I live on First Street. My name is Fred McCaulou. The closing off of First Street would tend to block us off from the downtown area and I would like to suggest that that's a good option compared to C-1 and maybe if we could build some kind of pedestrian crosswalk there, overpass or underpass, it would help that situation. But, I would be in favor of C-2.

MAYOR MYERS: Thank you, Sir. Another gentleman back there, yes?

MR. JASTRAM: Mr. Mayor, I realize that I have already spoken as Chairman of the Citizens Advisory Committee. I would like to respond though to some comments made by Dennis Slaughter. The poll was not taken two days ago. It was taken over a period of time. His name on the list before you appears fourth from the bottom. It took some time to get through those names and several people had to be called back. They would call me with options. They would say, - they had to discuss those options. So, the poll actually was taken, or at least began a couple of weeks ago.

Another thing I would like to respond to is, you did receive a letter from the developer concerning the B options and at one of our public meetings the developer did come and tell the Environmental Impact Consultants, the Oregon Department of Transportation, I understood the City of Gresham knew that, none of the B options would be possible. And, so that was dropped from our Committee recommendations long ago and although some of us felt that there needed to be an equal distribution of traffic flow out of the residential area referred to as Wallula Heights, the majority, the overwhelming majority, and I have a stack of letters to confirm this, of people from that neighborhood said they did not want that connection and for that reason and the reasons the developer said it was not a viable option to the development of the property. We did not discuss that option. However, the developer has told us that he would look favorably upon a footpath through the existing development and a pedestrian overpath over the 221st corridor and that should be read into the record as well. Thank you.

MAYOR MYERS: Thank you, Mr. Jastram. All right, anyone else that would like to testify before we move on. One more, here.

MS. LOIS RANSTEAD: My name is Lois Ranstead. I live at 800 N.W. Fourth, just two blocks from the fairgrounds property and I would urge the Council to seriously consider the noise level. Our property will be very much affected by the noise from such a freeway - almost in our frontyard. Unfortunately, we were delayed tonight, so I don't know how many others spoke on this. But, I was very impressed by the gentleman who talked about the noise level and when they were monitored, certainly not many of my family were out traveling around in January unnecessarily. And, I must say that I hope you very seriously consider this when you are considering the development. Thank you.

MAYOR MYERS: Thank you, Mrs. Ranstead. Anyone else? All right, if there is no one who cares to testify, even if you did not sign up, you've had the opportunity to listen to the hearing and we have called forward all of those who did sign and granted all that did not sign that indicated their desire to speak.

I would like to remind you again that written testimony will be accepted until September 17, 1979, at the Oregon Department of Transportation office and the address is over here. Mr. Bothman is in charge of that. The address is on the wall over here to my left and with no further indication of others wishing to testify apparently, I would like to express my appreciation to you and on behalf of myself and the Council, the Department of Transportation, and Multnomah County for attending tonight.

I would like to call you attention that one of the gentlemen that I introduced that did not appear, our City Engineer, caused me, according to my notes, to fail to introduce Mr. Jim Keller who you heard referred to several times, please stand up, Mr. Keller. He's an ardent servant of the City and we did not want to neglect you.

And, so this would bring to close the adjournment of the corridor design public hearing of Fariss Road, Powell Boulevard, Powell Boulevard to Butler Road, and the N.W. 223rd-221st Avenue and Towle project. And on this day of August 29 and beginning at 7:30 and lasting till this time - adjourning at 10 p.m. tonight and thank you very much for your attendance; we appreciate it.

CARD COMMENTS

T. C. McCALL: I favor the build alternative for 221st/223rd.

MARY J. JACOBSON I am in favor of this project. However, I hope at sometime a stoplight will be placed on Powell at Birdsdale to help families from Wallula Heights to enter Gresham's downtown area.

ELLIOT L. TRUMAN: I fail to see why you will not consider 190th as your N/S corridor. This route would not disrupt and spoil existing neighborhoods such as Norman, Sleret, Ava, and S. W. Gresham. It would offer far better access to 80N.

I am bitterly opposed to the 221-223 Freeway.

LILAH NORTHRUP: No bridge on Florence.

ALISA MARIE SLAUGHTER: I consider this proposed corridor to be a farce. I feel it will benefit no one except a few interested businessmen in the City.

I also consider this an infringement on my basic rights, as well as totally unnecessary.

MARIAN J. SWAN: Do not want bridge on lower end of S. W. Florence.

G. A. ELEDGE: I do not want First Street made into a through street.

FRITZ VAN GENT: Vote for corridor.

RODNEY J. KELLER: The street will be located in my front yard at Greenbrook, and a lot of other peoples too. And it will just add to traffic problems we have now.

MRS. G. A. ELEDGE: Against opening on N. W. 1st.

MRS. TED HAINES: Why not a much needed park and swimming pool for the children - soccer fields etc.

I feel the private property owner should be considered and not just the businessman. I do not see where this freeway is going to get the job done. What we needed and didn't get was the Mt. Hood Freeway.

Our new home will now sit on top of a useless freeway. Noise must be considered! Also landscaping.

DENNIS ANDERSON: The main reasons I am opposed to the connector route are purely selfish because of my location, but on the other hand I can see no advantage to the residents south of Powell. (1) Most of the people along this route would have to make left-hand turns to get on the road in the first place, adding to traffic hazards. This is not even including the people whose driveways border on this street. (2) This road south of Powell goes nowhere but to these homes and at the present rate of traffic there seems to be no problem with accidents. (3) Noise pollution and pollution of the air.

CHERYL ZINK: I'm opposed to the Towle north south connector route for Gresham because of the noise and traffic it will bring. Also it will be right in my backyard. I see no purpose in it at all. Already Gresham is being so torn up because of all the people moving in.

JIM RIEGELMANN: I favor construction of the road project (221st, 223rd) for Gresham.

MIKE POPOVICH: I offer a vote of confidence to build without any further delay.

JANICE CROWLEY: During the meeting a gentleman said most of the proponents outweighed the opponents present. No one counted the opponents!

It doesn't matter what I have to say because you're going to do the 221-223rd "freeway" anyway! We've had people stomping around my mom's yard at 637 W. Powell since 1968. Privacy is gone.

I was born and raised in this town and have loved it, but now I'm ready to move far away! It really hurts to know that progress is so impersonal.

C. A. REPSOLD: I am strongly opposed to the construction of this corridor through the fairground and N. W. 1st Wallula Street area. The noise pollution and increased traffic congestion to the residential area would certainly ruin a nice residential area. Furthermore, it does not appear to speak to the actual problem of congestion which is in the Towle Road vicinity and further south. I do not think it will enhance the commercial Gresham area.

Should the project go through I would favor option C-2.

L. C. CROWLEY: Gresham does not need another heavy traffic area.

FRED McCAULOU: As a resident of 1st Street, I support the C-2 option.

LARRY PETERSEN: Very much in favor of project.

MRS. M. J. BRUGGER: This road will take a big part of my property, so I am against it. If it was a 3 lane with no brush strip and no bicycle path it would be better. No one has ever asked my opinion! I can't use it either.

LAWRENCE EDWARDS: I think the feasibility of an overpass that would carry N. W. 1st over the four-lane 221-223 should be studied. This would allow objections re: (1) Corridor would separate east and west and (2) that pedestrians would have a dangerous crossing.

LYLE W. PATTON: Do not want a bridge at the south end of the existing S. W. Florence.

HARRY THOMPSON: I strongly oppose any exit from the proposed north-south 221-223 Street that would channel traffic to the west between Powell and Division. This is 100 percent residential with adequate streets for present residents, and would suffer from additional traffic, especially through traffic.

We, the undersigned residents of Gresham, Oregon, are firmly opposed to the proposed construction of a bridge across Johnson Creek at the lower end of S. W. Florence Avenue. This street is already a very busy one, and construction of this proposed bridge would bring more unwanted traffic and congestion to this area, and would not benefit those currently living here.

PETITION SUBMITTED AT HEARING BY LYLE W. PATTON.
SIGNED BY 118 PERSONS. ORIGINAL PETITION ON
FILE IN COMMISSION'S FILES, SALEM.

221/223rd Proposed Corridor

Citizens Advisory Committee

Comprehensive Report

I. Commission:

- A. By mayor and city council, in December of 1977, to review and make recommendation concerning the build, no build alternatives.

- B. Select possible options, within the specific project, if the build alternative is endorsed.

II. Committee:

- A. Composed of 11 community members selected for their immediate proximity to the proposed corridor. (See attached list of committee members and locations)

- B. This committee has met for some 20 months.

- C. We have held four public information meetings, throughout this period. They have all been well attended and provided valuable citizen input concerning this project.

- D. All our Citizen Advisory Committee meetings were open to the public.

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III. Summary of Findings:

A. The following is a summary of the findings of our committee:

Favored the Build Alternative	9
Favored the No Build Alternative	2

Of those who wished to express their opinion as to the options they favored, a majority endorsed the following:

A-2

C-1

D-1

E-1

(Our committee, as well as Oregon Department of Transportation, the City of Gresham and the Draft Environmental Impact consultants, had all been informed, by the developer, that none of the "B" options were a possibility, considering current development plans. Therefore, after that time, the committee did not address the "B" options at all.)

IV. **Rationale:**

The following is the rationale for supporting a build alternative:

This corridor--

1) now exists as a portion of the Gresham Comprehensive Plan;
2) will provde valuable transportation relief to existing north/south arterials and neighborhood streets;
3) will relieve existing traffic congestion in the Gresham Central Business District and facilitate its expansion;
4) will provide major access to existing east/west arterials.
5) will provide, well-needed, north/south service for the rapidly expanding Southwest Gresham residential neighborhoods;
6) will provide for the replacement of the existing bridge at Johnson Creek and Towle Road;
7) Will enable Tri-Met to provide service to areas in Southwest Gresham that are currently without service;
8) Will improve traffic safety by reducing traffic volumes through high-accident intersections;
9) May serve to help reduce air pollution by eliminating "stop and go" traffic patterns;
10) Will serve to improve pedestrian access by providing full sidewalks throughout the length of the project.

V. Additional endorsements:

The following is a list of individuals, organizations and citizen committees who have contacted us with their support for a build option:

- * Gresham Comprehensive Planning Citizen Task Force
- * Council-appointed Commercial Triangle Committee
    - Bob Bergeron - Chairman
- * Gresham Senior Center
    - Lyle Thomson - President, Seniors United
- * Gresham Area Chamber of Commerce
- * Downtown Gresham Boosters
- * Betty Schedeen - Metropolitan Service District, local representative
- * Gordon Shadburne - East County Representative to Multnomah County Commissioner

CITIZENS' ADVISORY COMMITTEE - 221st/223rd CORRIDOR

Bill Jastram, Chairman

attachment to Jastram's presentation

Towle Road and N.W. 221st/223rd Avenues
Citizens Advisory Committee
Membership Roster

Member	Representing
Bill Jastram, Chairman 560 ~~90~~ N.W. Birdsdale Gresham, OR 97030 Home 666-4344 Office 666-4533	Old fairgrounds area between Division and First
Rodger Clawson 361 S.W. Fourth Gresham, OR 97030 666-8790	Area south of Johnson Creek near Ava Avenue
Jack Gallagher 1845 N.W. Fifth Gresham, OR 97030 666-1738	East Hill neighborhood
Marilyn Holevas 37 N.W. Sleret Gresham, OR 97030 665-4014	Area between First and Powell southwest of fairgrounds
Bob Lowe 1780 S.W. 13th Gresham, OR 97030 667-4849	Area along Towle Road just south of Johnson Creek
Mike McGuire 1352 S.W. Bella Vista Gresham, OR 97030 665-4662	Area south of Johnson Creek along Towle Road
Richard Palmer 1425 N.W. Victoria Gresham, OR 97030 665-1988	Area between Burnside and Division east of the proposed route
Dennis Slaughter 1133 N.W. First Gresham, OR 97030 665-3936	East Hill neighborhood
Bud Willey 2015 N.E. Hood Court Gresham, OR 97030 666-2423	Area northeast of Burnside and Fairview avenues
Carol Woods 1300 S.W. Fifth, #2600 Portland, OR 97201 221-4850	Gresham Mall
Gary Carlo 1840 S.W. 17th Gresham, OR 97030 666-4907	Area along Towle Road north of Johnson Creek

Presented by Melvin Hervey at hearing.

August 28, 1979

TO: The Honorable Mayor Myers and Councilors

SUBJECT: The 221st/223rd Street Improvement Project

We the undersigned support the proposed 221st/223rd Street Improvement Project in Gresham. We support the general concepts of the project and have no specific recommendations regarding the suggested connection options along the designated route. Further, we urge the Gresham City Council to vote "yes" for the 'Build' Alternative and to select the connection options as soon as possible to facilitate construction start up.

Our reasons for supporting and urging the Gresham City Council to support the 221st/223rd Street Improvement Project are as follows:

1. According to a recently completed study*, almost all major north/south roadways in Gresham will have approximately 25% less roadway capacity than the projected traffic volumes by the year 2000 (see Attachment A). All north/south roadways, except Kane Road, will exceed their capacity by the year 2000.

   As problems in north/south flow continue to increase, Burnside will exceed its capacity even when built into four lanes. Higher traffic volumes will divert to 223rd, Division, and Stark as congestion increases on Burnside. Traffic volumes on 223rd north of Burnside may increase to as high as 17,000 vehicles per day.

2. This north/south route (221st/223rd) would connect with the major east/west routes in Gresham, thus improving traffic flow patterns and access to such east/west connectors.

3. The 221st/223rd corridor would relieve much of the traffic congestion in the Gresham Central Business District. North/south traffic flow and street capacity through Gresham's central area has been a recognized problem for the last fifteen years. Street improvements have been recommended since 1966 and construction of a new north/south arterial (221st/223rd) was proposed. As a result, the plans for such a project are in conformance with Gresham's Comprehensive Plan that was adopted in 1971.

4. This proposed corridor would provide good north/south service for southwest Gresham. Primarily residential, the southwestern portion of Gresham is one of the most rapidly growing areas of the community. And without construction of the 221st/223rd corridor, projected traffic volumes will undoubtedly result in high levels of congestion and disrupted flow for people traveling to and from this area of the community. The project would also replace the narrow bridge at Johnson Creek.

---

*Gresham Transportation Study Year 2000 Travel Demand Analysis. STRAMM Engineers, Inc. June 18, 1979.

5. The corridor would improve traffic safety by reducing traffic volumes through intersections that have high accident rates.

6. The corridor would enable Tri-Met to provide service to areas in southwestern Gresham that are currently without service and would also be used by existing Tri-Met transit routes.

7. The corridor will provide good access to the proposed light rail transit station at the Gresham Municipal Educational Service Center.

8. Projected traffic flow patterns on the 221st/223rd corridor may help reduce air pollution by reducing a lot of the stop-and-go patterns.

9. The corridor provides for improved pedestrian and bicycle access, particularly with the proposed bicycle lanes between Fariss Road and Heiney Road.

10. At this point in time, residential displacements resulting from the project would be minimal.

Again, we urge the Gresham City Council to support this street improvement project.

Respectively submitted by:

Mel Hervey
Ron Dupas
Dennis Scott
Bill Jastram
Rodger Clawson
Lucy Ellen Wessling
Marilyn Ayers
Mike Popovich
Gresham Comprehensive Planning
Transportation Task Force

dac

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ATTACHMENT A

NORTH/SOUTH SCREEN LINE

STREET/ VOLUMES	181st	PERCENT	MAIN	PERCENT	BURNSIDE	PERCENT	HOGAN	PERCENT	KANE	PERCENT	TOTAL
Base Year (1976)	5,031	9	13,367	24	16,331	30	13,251	24	7,068	13	55,048
Year 2000	16,720	17	16,600	16	31,979	32	21,698	22	12,598	13	99,595
Capacity*	13,500	17	13,500	17	26,000	33	13,500	17	13,500	17	80,000

---

*At level of Service D

SOURCE: Gresham Transportation Study Year 2000 Travel Demand Anaylsis. STRAMM Engineers, Inc.
June 18, 1979.

Re- 221-223 Ave N-S. Corridor in Gresham.

COUNTER PROPOSALS

DONALD C. BIRCH, 675 SE Park Dr., Gresham

MA PDM PDE TSE SPC
ODOT - METRO
SEP 4 [illegible]
[illegible]M PPS FILE N/A

Legend ☐

1. Zim's 12 mile
2. Cleveland water tower
3. Church fairgrounds
4. New Safeway
5. Mult. Kennel Club
6. Fred Meyers
7. New City Hall

A. Make Stark St. one-way East from Rockwood, past Zim's, Cleveland and Hogan

B. Eliminate widening of Burnside and make it one-way West from Division to 182nd.

C. Make Hogan major N-S 4 lane road from Palmblad north to Banfield.

D. Extend Cleveland north to join Hogan below(South of) Banfield.

Objections to currently proposed construction

1. Cuts Gresham clearly in half by a high speed noisy highway.
2. Destroys residential value from Towle, to Powell to Burnside.
3. Invades and depreciates several church properties, Lutheran, Catholic, Episcopal, Christian Science.
4. Only benefits church fairgrounds and new city hall.
5. Accelorates decay of Gresham core area east of Main.

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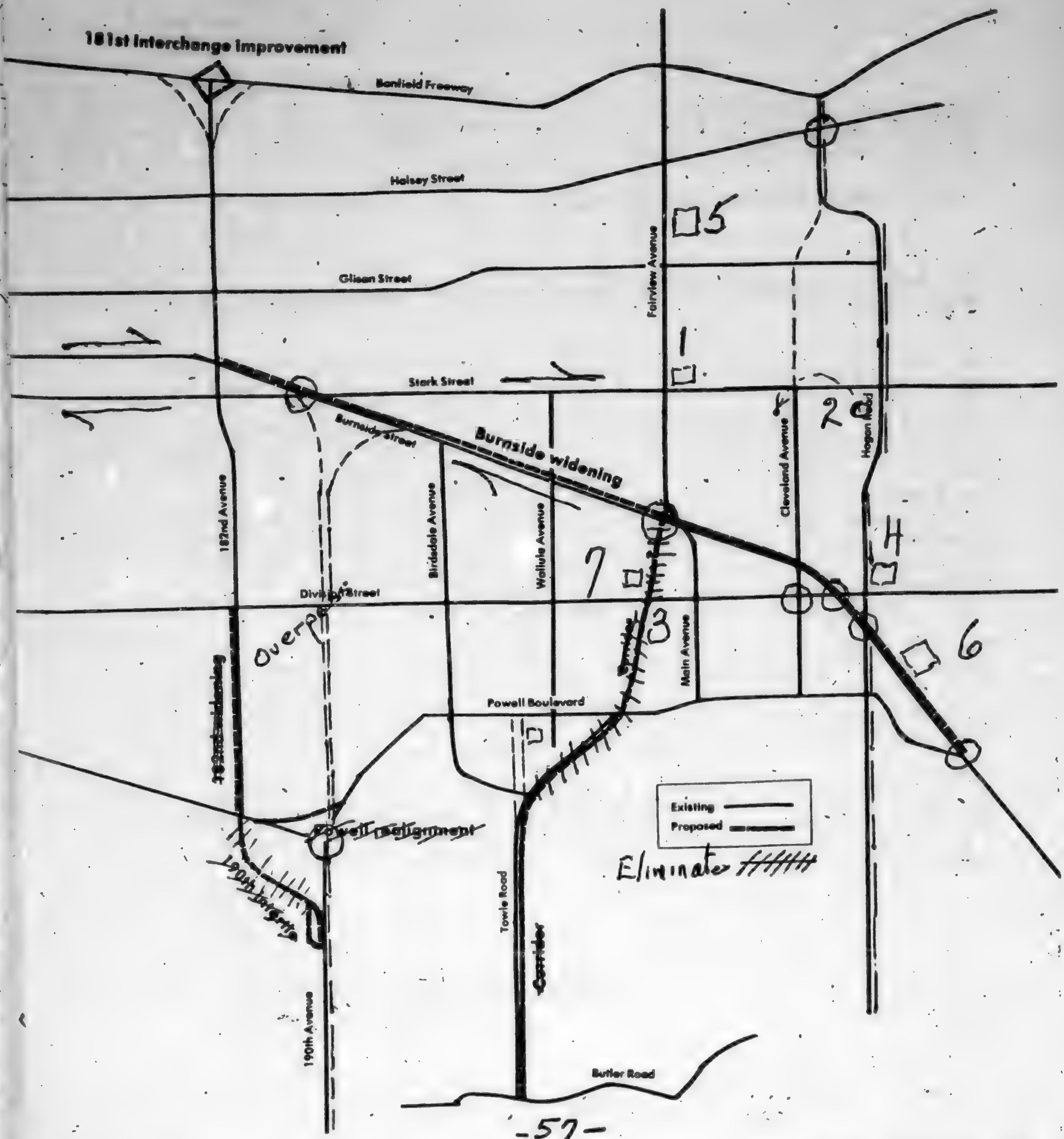
North-South route to ease


181st interchange improvement
Banfield Freeway
Halsey Street
Glisan Street
Stark Street
Burnside Street
Burnside widening
Division Street
Powell Boulevard
~~182nd widening~~
~~Powell realignment~~
190th realignment
Overp
182nd Avenue
190th Avenue
Birdsdale Avenue
Wallula Avenue
Fairview Avenue
Main Avenue
Cleveland Avenue
Hogan Road
Towle Road
Corridor
Butler Road
Existing
Proposed
Eliminate
1
2
3
4
5
6
7

John J. Seveyka
2165 N.W. Miller Ave.
Gresham, Oregon 97030

August 29, 1979

Oregon Dept. of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

SUBJECT: NW 223rd/221st Corridor Project

This written statement is in support of the proposed Project in its basic concept.

I live at the north end of the corridor. My backyard property line adjoins the road right-of-way, but with no direct access to it. Access is made by way of NW 23rd St to the north or Fariss Rd/NW 20th to the south. At the present time, pedestrian access to shopping areas to the south of Burnside is very hazardous. The Burnside/Main intersection is more hazardous to cross than it is to jay-walk elsewhere along Burnside. This intersection is also notorious for the number of traffic accidents that occur there because of the traffic pattern. In addition, Main St from Burnside to Powell cannot handle heavy traffic. Try driving south on that street about 5 in the afternoon. Traffic is really backed up. It is my opinion that construction of the proposed corridor will eliminate many of the present problems that exist in the area. Pedestrian and traffic access to the core area of Gresham will be much more convenient and safe.

The area of most concern to me is the choice of options for access to 223rd at Fariss Rd. Both Option A-1 and A-2, by retaining that "dog-leg" section of Fairview Ave. between Fariss Rd and Burnside, not only retain the problems at the intersection of Burnside/Main, but also develops the same situation where it intersects the corridor route.

My recommendation is for an Option A-3 that would eliminate the "dog-leg" section of Fairview Ave and retain access to the corridor from Fariss Rd (NW 20th) to the east. The intersection at Burnside/Main would then be a "T" which be adequate for the amount of traffic that would then be using Main St.

John J. Seveyka

John J. Seveyka

TRINITY LUTHERAN CHURCH
507 WEST POWELL GRESHAM, OREGON 97030 (503) 665-3197

To be added to the public testimony regarding the 221st St. corridor project.

We at Trinity Lutheran Church have some concerns about this project's effect upon our plans for future development of our church in that it will take about one-third of our property designated for future development. Not only will the corridor take that property, it will also be a barrier between us and any available property to the west, thus making it impossible for us to acquire contiguous property.

Our future plans call for a classroom-fellowship building on the property just west of the church on Powell. This means that space will be needed for building and parking. In addition, because we have a day care center, kindergarten, and a pre-school for Downs Syndrome children, we need space for a playground. The space now being used for this will be taken by the project.

Another concern is that we still do not know what this project will cost us. At one time there was talk of an LID to fund part of the project. Unless the costs of the project are born by all of the city, we are opposed to the project. Arterials, we feel, are the responsibility of all the people, not just the people who happen to be in the way of the arterial. Indeed, for our purpose, the corridor will have a negative impact for the reasons described above without the cost being considered.

We understand that this corridor seems to be needed by the city. We hope that in return for the dislocation it will cause for us that the state will be willing to acquire contiguous property so that our plans for future development can be carried out. If this turns out not to be the case (that the state can acquire such land) then negotiations for the right-of-way will be very difficult.

One final concern is that the property that will be taken is income property to us, and would have been until the property was developed. After taxes, we have been receiving about $125 a month. While not a large amount, it is an amount that will be lost to us.

Sincerely,

Jerald Furgurson

Jerald Furgurson, pastor
on behalf of the congregation

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DEPARTMENT OF TRANSPORTATION

August 28, 1979

R.N. BOTHMAN
Oregon Department of Transportation
5821 NE Glisan St.
Portland, OR 97213

Subject: Fariss Rd. to Butler Rd.
223rd/221st Avenues/Towle Road

This letter is in response to solicitation of public comments for the final environmental impact statement on the above project.

As a resident and commuter of the Gresham area, I am familiar with many of the traffic problems in East County. My concept of the use of Mt. Hood Transfer funds is to improve traffic problems for people who commute through Gresham. I therefore must object to using Interstate Highway Funds for the Powell to Butler Road Section of this project.

Towle Road, and its obvious problems, were created by developers, and the lack of planning at Gresham City Hall. Their problems should be solved using Local Improvement District monies. Powell Blvd., not Butler Road, is the logical southern terminus for this project.

Very Truly Yours,

Gary Kennen

GARY G. KENNEN
8781 SE Kingswood Way
Gresham, OR 97030

js

cc: Gresham City Council

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226-1904
326-1901
(300)

August 2 - 1979.

Mr R.N. Bothman -
Portland, Or 97213.

Re: Gresham North-South Connector - route

As I travel extensively, I shall not be able to attend the August 6th meeting and possibly the August 29th meeting.

I favor the Hares Road to Butler Road Connector using the following options:

Option A-2 (A-two)
Option B-2 & C 2 (B-Two & C-Two)
Option D-2 (D-Two)
Option E should be left up to residents south of Heiney Road. However, my preference would be for a 42' roadway to provide parking

thank you

Henry E. Groepper
1471 - SW - 6th place
Gresham, Or 97030

OK

AM PPS abg

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SEP 7 1979

Noted By Steve Crouch
9-5-79

650 N.W. 5th
Gresham, Ore.
Aug. 7, 1979

Dear Sir;

We understood that the project from Towle Rd. & Walters' Hill on the offset was to help these people have better access to Powell Blvd. Of course, when the fairgrounds was sold to developers & the new city facilities "conveniently" built off Division St. - the purpose changed somewhat.

If the Gresham Planning Com. were on the ball, why did they allow all those homes built with few outlets?

Why did everyone wait

until most of the area north of the railroad tracks close to Powell Blvd. was filled with homes + apartments?

My mother - Mrs. M. J. Brugger, 637 W. Powell - lives in the proposed 221st - 223rd area between Powell Blvd. + First St. We certainly do object to a road going thru her property yet alone 4 lanes!

My grand-parents, parents + now my mother have lived on that land. Because they have preferred privacy + also the trees + grass - they have held onto it - + paid taxes. Now it seems there is no choice or rights. We're sure everyone will enjoy seeing cars + pavement there instead of the old stand of cedar trees!

Ok, + how come it goes thru most of her property instead of the Lutheran Church property?!

We can't help but feel that perhaps the Easthill Church + the Lutheran Church are getting pretty good deals. - well, we happen to belong to the wrong church it appears!

This whole situation has been going on for over ten years. They were surveying - without permission! - before my father died in 1969. That certainly didn't help his peace of mind especially when he was in pain from cancer - and it isn't helping my mother's blood pressure either!

But this doesn't tear you up abit, because emotions or family isn't part of your job or consideration But please tell your "rapers" as they cut the trees + take the grass that they are taking part of the Currin's + Brugger's. We are very disappointed + heartsick that "progress" ruins instead of beautifies. Most people in their hurry + preoccupation on their "new necessary 4 lane road" won't even remember what was once there. We will, but it won't matter, will it!?

We hope that someone besides a secretary has taken time to read this! We don't think our feelings will be a concern to you, but perhaps that is one reason why people don't have much faith in government or government agencies. Think about it - and learn from it - we are few, but important and act from our

feelings. We pity your
responsibilities!

Sincerely,
Mrs. L. C. Crowley
Mr. L. C. Crowley
650 N. W. 5th
Gresham, Ore. 97030

OREGON DEPARTMENT OF TRANSPORTATION
Metro Branch
5821 N.E. Glisan St.
Portland, Oregon 97210
238-8460

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Permit No. 681

PUBLIC
MEETING
August 6
PUBLIC
HEARING
AUGUST 29

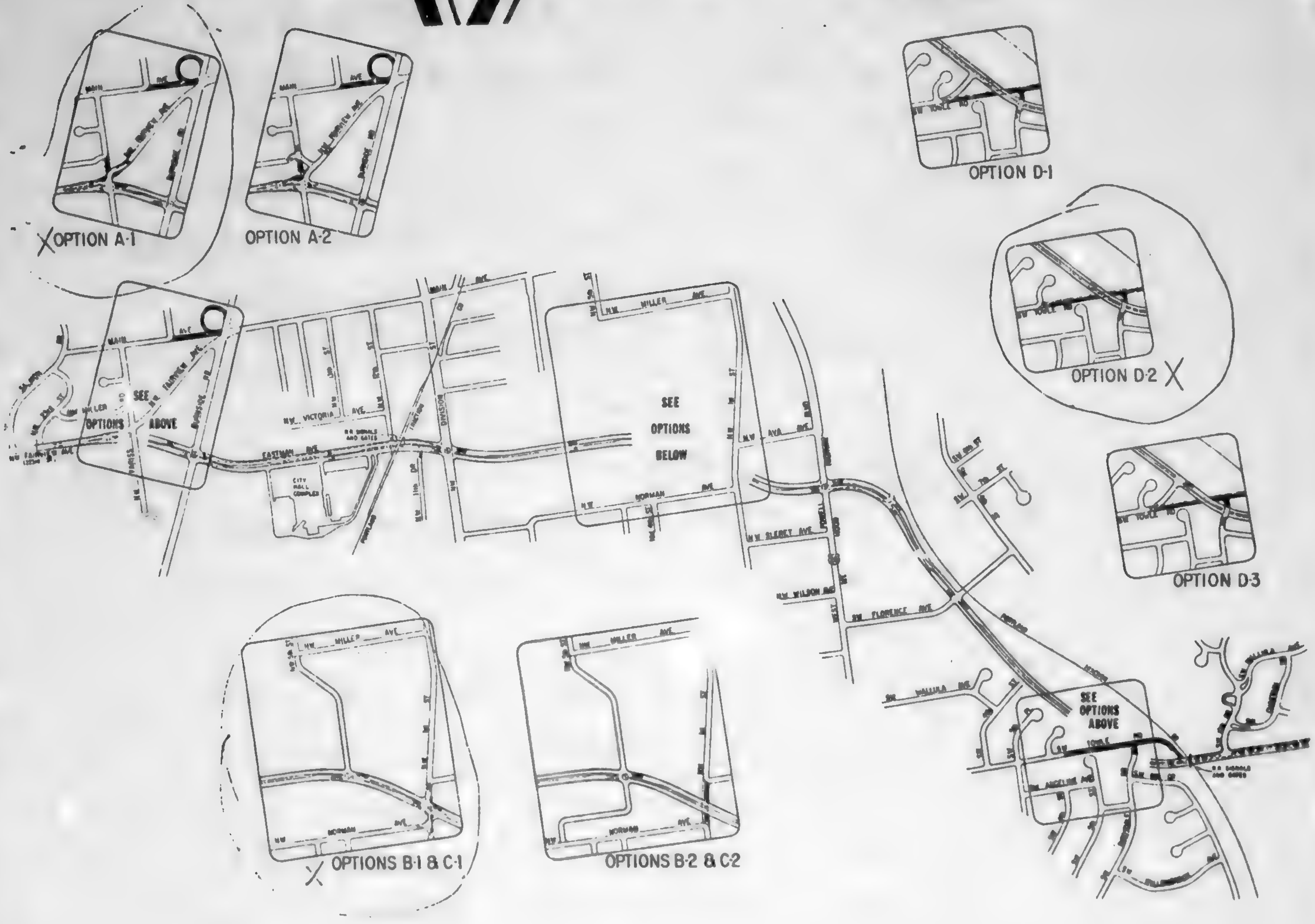
1979
AM PPS FILE

Thank you for the easy opportunity to express our opinion. Sorry we cannot attend the meetings

Postal Patron Local

Our route is marked on the map.

(NO NAME GIVEN)


X OPTION A-1
OPTION A-2
OPTION D-1
OPTION D-2 X
OPTION D-3
SEE OPTIONS ABOVE
SEE OPTIONS BELOW
SEE OPTIONS ABOVE
X OPTIONS B-1 & C-1
OPTIONS B-2 & C-2

To: Steve Crouch
From: Shirley Luttropp
630 N.W. 1st St. - Gresham
Re: 221st - 223rd Ave Project

[illegible] PDM PDE TSS SPO
ODOT - METRO
SEP 19 1979
AM PPS [illegible]

My preference would be to not have a 4-lane street through this area, but if that is unavoidable, then I would prefer the B-2 & C-2 options. The reasons for these options are:

1. Would provide the least "round-about" access, both east & west-bound, to downtown Gresham for people in the Shallula Heights area. Since at this time the only proposed signalized intersection on Powell will be at 221-223, access to Powell from side streets west of that intersection and north of Powell for residents wanting to go to Gresham will be very dangerous because of the left turns involved.
2. B-2 Would provide signalized access to Powell, should residents desire to use it.
3. Should isolate downtown Gresham less from residents west of the connector than would Options B-1 & C-1.
4. Would be easier for pedestrians to use 1st St. than C-1 and there are quite a few of us who do walk.

5. Would provide easier access to the new shopping area as well as the present downtown area.

Other comments:

1. I do agree with Gene Fenske about the proposed 30' width on Towle - that is about what 1st St. is - and that seems quite narrow for a major street (even with no parking allowed). It would seem that a somewhat wider street would be safer and more beneficial for traffic flow.
2. Thank you for so patiently answering the questions I've asked - I do appreciate it.

Shirley Luttropp
9-17-79

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC UTILITIES

FRANCIS J. IVANCIE
COMMISSIONER

BUREAU OF
WATER WORKS

CARL GOEBEL
ADMINISTRATOR

1800 S.W. SIXTH AVENUE
PORTLAND, OREGON 97201

Rec'd 9-21-79

September 19, 1979

MA PDM PDE TSE SPC
ODOT - METRO
SEP 20 1979
AM PPS FILE

R. N. Bothman, Metro Branch
Oregon Dept. of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

Subject: Farris Road to Butler Road Connector
221st - 223rd Ave. Towle Road Project,
City of Gresham, Multnomah County

Gentlemen:

Preliminary inspection would indicate that approximately 430 ft. of existing 44" City of Portland conduit would have to be relocated if option C-1 were to be initiated as shown on the vicinity map for the subject project.

It would appear that option C-2 would have the least impact on the 44" conduit. The alteration of grade or installation of a reinforced concrete impact slab could possibly preclude any relocation.

In view of the above information, the City of Portland Bureau of Water Works would prefer option C-2, located at N.W. 1st St. between Norman Avenue and N.W. Alva Avenue, Gresham.

Sincerely,

Carl Goebel, Administrator

P. Norseth

P. Norseth, P.E.
Chief Engineer

VS:cw

cc: A. Liggett
W. Elliott
H. Hampton
Gary Kennen

cc: Klotz
Dunn
McClure

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 79/780

SEP 13 1979

cc Bohman

Mr. Glenn L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, Oregon 97301

Dear Mr. Green:

This is in regard to the request for the Department of the Interior's comments on the draft environmental statement for Fariss Road to Butler Road Connector, City of Gresham, Multnomah County, Oregon.

This is to inform you that the Department will have comments but will be unable to reply within the allotted time. Please consider this letter as a request for an extension of time in which to comment on the statement.

Our comments should be available about early-October.

Sincerely,

SECRETARY

cc:
Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon 97310

226-1904 (170)

Mrs. Sharon K. Bryant
780 N. W. Cascade Ct.
Gresham, Ore. 97030

September 14, 1979

MA [illegible] PDX TSE SPC
ODOT-METRO
SEP 17 [illegible]

[illegible]PPS elg [illegible]

Oregon Dept. of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

R. N. Bothman
Metro Administrator

Dear Mr. Bothman:

I appreciate this opportunity to express my opinion on the proposed Faris Rd. to Butler Rd. connector route. Your dept. is to be commended for the excellent design hearing map mailed to the residents and the apparent all-out-effort to solicit public response. Prior to receiving your comprehensive explanation, including the crucial options, I had only a vague idea of what was proposed & saw no point to it. I now see what an excellent project it is, solving some very critical traffic problems; however, ONLY PROVIDED THAT the correct choice of options is made. Otherwise, it will solve nothing, and only create or shift the congestion and inconveniences.

Having been in real estate sales for nine years I am keenly aware of the importance of the traffic flow pattern to a residential area and its impact on property values. I have carefully studied each option and its impact on the surrounding streets in the area. My opinions are as follows regarding:

Options A-1 and A-2

Definitely A-2! It is imperative that the Fariss Rd. access to that very large subdivision be maintained, particularly since you intend to cut off access via Main Ave.. Otherwise, essentially the only route serving that entire area from the West would be Salmon Dr., causing people coming from the South to drive further and maybe have to double back. It would shift ALL the traffic to Salmon Dr./22nd st., N. W. 23rd; and put more of a load on Miller and Main in order to cut over to 19th. This would adversely affect the saleability and value of the homes along those streets, as well as creating a hazardous condition for the children, pets, etc.. This same problem does not exist on Fariss Rd. because it is not a "neighborhood street" as such. I can't imagine why anyone would even consider closing off that route. Furthermore, why does it have to be rebuilt? Surely the new corridore can be designed in such a way that the existing road can be used heading East, the same as West. And why take out the Main Ave. section? It's already there, leave it; let people use it if they wish. What would it hurt? Why go to all the added expense of removing something that serves a useful purpose? That's an example of the type of wasteful expenditures that people want stopped.

Options B-1 & C-1 vs B-2 & C-2

B-1 & C-1 are the most justifiable for many of the same reasons as stated above. The largest single residential area of Gresham will be affected by this choice of options. Many, many of us use N. W. 1st as a direct and easy route to and from the downtown area in order to avoid the almost impossible situation of making left turns on and off Powell. That route takes us directly to the main Post Office, as well as to the municipal parking lot, etc.. Option B-2 & C-2 would not lighten the traffic on 1st st.; it would merely cause us to either

CC: CROUCH 9-17-79

take a circuitous route to where we want to go, or wait long moments to make a safe left turn onto Powell to go to town, then left again into the core area. And again, it would force heavy traffic onto a residential street not now burdoned with such a disturbance, N. W. Norman. This is a street of very lovely, expensive homes; please do not ruin them and the owners' rights to a peaceful existence by changing the traffic flow as suggested in B-2 & C-2. It would also dump more traffic onto 4th, 5th, & 6th. Why spoil or cause problems on several streets? People on 1st are already accustomed to the traffic; people who buy on it know what they're getting into; and it is wider than the other streets I believe. There should be a 4-way stop at N. W. 1st in B-1/C-1, I should think.

In any change of the traffic pattern in or around a residential area the prime consideration should be what people on the affected streets are accustomed to as "having been" and what people naturally would expect to be in the future when they purchase on a street. It's terrible to change what has always been, and would appear to always be, a normal, quiet residential street into a traffic artery. This should be avoided if at all possible. Think how furious you would be if it was your property and life that was affected.

Options D-1, D-2, and D-3: A more difficult choice, with many variable results.

After long and careful consideration, I feel D-3 is the most reasonable option with the least adverse effects. There is a huge, and still growing, population served by Towle Rd. that makes this a critical choice.

D-2 is absolutely out of the question. It would cause all those thousands of people who feed onto Towle (a non-"residential" street between Powell & Birdsdale) and go towards or come from the direction of Portland to pour through the residential area on S. W. Birdsdale (a residential street).

D-1 would have basically the same effect as D-1, only somewhat modified.

D-3 should avert enough of the traffic from Birdsdale to make an important difference. People would not have to go out of their way to take Towle to Powell, and it's a straighter, more rapid route. It definitely would make a difference if the badly needed stop light was installed at Towle & Powell. This has become one of the most dangerous intersections in the city. (A lady was killed there last week.) The fact that people coming in on Towle will no longer have to take Powell to downtown Gresham (and back again) will alleviate most of the problem, however. The more alternatives, the more distributed the traffic will be.

The raised center median

Why, why, why?! I am violently opposed to this! Driving in towns that have these on their main streets (or any streets) is a B.... with a capitol B! They are nothing but a source of frustration and inconvenience. They serve no real practical purpose. We don't need them. We've been driving on streets without them for years and gotten along just fine. In fact, in many instances they create a hazard. Of course, the main objection is that they can cause you to drive blocks out of your way to get to something on the other side of the street, or go the other direction.

And, again, it's an absolutely needless and horrendous additional cost to the people !

Since the raised median was not an option put before the people, I doubt if many people thought about it. If they had, I'm sure there would have been much opposition, based on the past.

It seems that in this day, and a future, of fuel and environment conservation, that choosing traffic patterns that reduce needless driving due to circuitous routes and inability to get where one needs to go, would be a prime factor.

I again thank you for the opportunity to express myself. It is the first time I have ever taken the time to do so on such matters, and I did so this time only because I feel it is of major importance and because I felt the publics opinions were really wanted and would be considered. Normally you know it would be a waste of time, because the people "in control" have already made up their minds and are asking for input only because it's required by law. I sincerely hope my husband wasn't right when he found out I was doing this and said, "You don't seriously think they'll read that, do you?"

As I spent many hours in all on this, I hope you find my comments of some value.

Sincerely,

Sharon K. Bryant

(Mrs.) Sharon K. Bryant

Rec'd 9-17-79

R. N. Bothman
5821 N.E Glisan
Portland Ore 97213

I'm writing to state my oppasition to proposed 221st 223rd corridor. Since Mt Hood Freeway was not built the original purpase of the road is gone.

I feel that a 5 lane freeway will only serve to devide the city and provide the developers of the old fairgrounds with a road paid for by the taxpayers.

There is a fine line between separation of church & state. The "volunteer" chairman of the C.A.C. was a paid employee of East Hill church of which Ministries Unlimited (owners of old fairgrounds) is a subsidiary. To me this is clearly a conflict of interest and a step over that line.

Please consider the benefit this would have on the citizens of this community and not be swayed by the power and monies of commercial interests.

Sincerely

Pat Slaughter
1133 N.W. 1st
Gresham, Ore 97030

MA PDM PDE TSE SPC
ODOT - METRO
SEP 17 1979
AM PPS FILE

- 75 -

Sept. 14, 1979

Rec'd 9-17-79 SL

Steve Crouch
Oregon Dept. of Transportation
5821 N.E. Glisan
Portland, Oregon

Dear Mr. Crouch:

In addition to verbal testimony given at public hearing on Aug. 29th, I present these comments as part of the public response to the proposed 221st/223rd corridor.

From table S-1 beginning on page S-5 of D.E.I.S., titled summary of environmental impacts, paragraphs will be designated by evaluated impact, No Build Alternative.

THROUGH TRAFFIC MOVEMENTS- Level of service at Main & Division would not get worse if proposed project was completed North of Division to Farris Rd.

LOCAL CIRCULATION- Volume of traffic on Wallula & Towle has decreased with completion of Birdsdale south of Powell and decrease in residential construction in area near Powell to south.

PUBLIC TRANSPORTATION- L.R.T. may be east of corridow. New bridge and widening of Towle Rd. would allow Tri Met to serve S.W. Gresham.

COMMUNITY FACILITIES- Access to High School will not be affected by no build. School bus hazard at Johnson Creek bridge can be eliminated by rebuilding bridge.

EXISTING LAND USE- Complete residential use on First Street are not retained under any option.

PLANNED LAND USE- Old fairgrounds property could be used as planned with existing city street connections. In my opinion vehicle and pedistrian circulation is as good and safer in fact than any regional shopping center.

CULTURAL RESOURCES- The statement that a no build alt. would decrease accessibility to library is absurd! Many of the pedestrian users of library will be completely cut off by the project from Division to Powell.

I have long questioned the D.O.T. traffic counts in some areas, such as Main between Division & 5th. Table S.2 page 4 section 3 shows 12,800 daily trips. Assuming that no more than 800 occur between 1 A.M. and 5 A.M. , this leaves 12,000 trips , which translates into 1 car every 6 seconds seven days a week. With minimum observation it seems impossible for that many cars per day to use that intersection with sufficient time for all to stop at stop signs.

I strongly oppose the project as it is now designed because it fails to do any of the things as outlined in the stated purpose.

Sincerely

Dennis Slaughter

Dennis Slaughter
Member of C.A.C. for 221st/223rd corridor
1133 N.W. 1st.
Gresham, Oregon 97030

Rec'd 9-17-79 jl

Sep. 14, 1979
att Mr Bob Bothman
O.D.O.T.

Dear Sir

I am Somiting our thougts On 221 and 223rd ave Corridar

I feel that you shoud get the Green light to help take Care of the north and South traffic flow.

and be sure to Work out Objections With the people who are involed so meny times people are pesonly involved have the feeling What the State Want's the State Will take. as a taxpayer this must be done now for the ~~th~~ years to Come -

Thank You -
Bob and Linda Wright
280 N.W. Towle Ave
Gresham, Or 97030

MA PDM PDE TSE SPC
ODOT - METRO
SEP 17 1979
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ODOT - METRO

PPS FILE

Rec'd 9-17-79

650 N.W. 5th
Gresham, Ore. 97030

Dear Sir:

This letter is in regard to the 221st - 223rd road project in Gresham. We sympathize with the people who live on the south side of Powell Blvd. in trying to obtain easier access to the east - west thoroughfares. However, it appears that this accessibility should have been planned before these homes were built. Is this the city or the developer's fault? - or both? At the hearings it sounded like most of these people want access to travel west or east + not north or south..

We object to a four-lane freeway from Powell northward. This is an old established neighborhood + certainly will destroy its appeal from Powell thru the old fairgrounds. It will separate the people west of it besides causing air pollution + noise pollution. It doesn't seem fair that we have to sacrifice to aid the Easthill Chus. in their business endeavors. Why don't they pay for their own roads in this development? We also objected to the new facility being built on Eastman Ave..

My grandparents + parents have lived in the area between Powell + First St. for many years. We are heartsick that they are taking this lovely orchard + stand of cedars that we have cherished + protected thru the years. A freeway will certainly ruin the beauty + uniqueness of our heritage. We have resented people pounding stakes into our ground without even giving the common courtesy of telling why or obtaining permission. My father was dying (1968) during the early episode of this horror which didn't contribute to his mental state! My mother has high blood pressure + this has affected it.

Of course, we know individuals or families cannot stop the happenings of this rape of the land. No one has listened to our pleas yet + we don't think they will in the future. However, as intelligent people we cannot justify your reasoning that it will be a benefit to all.

We wish that you would think about how *you* would *feel* if they were taking half of your property for what appears to be an unnecessary freeway. How would *you* feel if this had been hanging over your heads for over [illegible]0 years? Would *your* children enjoy their heritage to be ruined? It makes us very sad + resentfuel that *you* are destroying a large slice of our lives. We used to be proud to live in Gresham, but now there seems to be no end of taking privacy + beauty for the sake of dollars! We think perhaps your conscience may be a little kinky for having to carry out these shattering acts to others with less influence!

Sincerely —

Mr. + Mrs. L. C. Crowley
650 N.W. 5th - Gresham, Ore. 97030

MA PDM PDE TSE SPC

ODOT - METRO

SEP 17 1979

AM PPS

FILE T/A

Noted By Steve Crouch 9-17-79

September 10, 1979

R. N. Bothman, Metro Branch
Oregon Dept. of Transportation
5821 N. E. Glisan St.
Portland, Oregon 97213

Dear Sirs:

This is regarding the 221st-223rd 'corridor' being proposed in Gresham. We wish to make several comments on this proposal, though we feel the decision has already been made and what we say is irrelevant at this point.

We bought our home, which is situated directly on Towle, 5 yrs ago because at that time Towle was a country road with a country atmosphere, which is what we were looking for and what we still want. We went to the planning commission at the time to make sure the Mt. Hood freeway, which was still more or less on the drawing board, would not come too close to our house. We were told by the Gresham planning commission that there were no plans for Towle road and that as far as they could tell it would remain as it were. At the August 29th public hearing we heard time and time again that this 'corridor' has been in the planning stages since as early as 1966 and 1968. Why, then, were we given that answer in 1974? Anyway, we bought our home, put our yard in etc. and now find that Towle will be widened and will take, who knows how much, of our front yard, which happens to be on a hill. Our driveway is already quite steep and to cut the end off will make it almost inaccessible. Not to mention the added traffic it will create. We feel this is unfair and unnecessary. We agree that Towle could use some up-dating, but it does not need to be widened, nor does it need a sidewalk all the way from one end to the other and MOST ESPECIALLY it does not need a bike path. To even be considering a bike path indicates that you are not very familiar with the road as it is full of hills and not conducive to bike travel. An improvement such as was just completed at the north end of SW Towle near Powell should be more than sufficient. Any idea of on street parking should be eliminated as a known safety hazard. It is not necessary anyway as every home has a double garage and/or plenty of driveway space for parking. Why is it so vital to make Towle a thoroughfare, which can do nothing but increase the speed of the traffic flow, which is already bad. We can only assume from these plans that some further plans are in the offing for some sort of connection to Towle that noone has admitted to yet. That seems the only feasible explanation for this kind of improvement?? to a rural road in a totally residential area. Also, we have yet to see a residential area with a turning lane, and have never had to wait for a car to turn off Towle from either direction.

Having lived here for 5 yrs. and having traveled south to north and back on a regular basis as well as east to west, it is very puzzling as to why such importance is placed on the south to north traffic, which is not now and never has been a problem. You can travel south to north and vice versa with great ease on any number of streets which lead directly to the Banfield or to Marine Drive and any where in between. On the other hand, just try going east to west on any street, particularly around the Burnside area or Division, and you have got a definite problem. The original Mt. Hood freeway was east to west, not north to south. We feel the priorities are totally misplaced and don't see how this plan is going to alleviate any of the obvious real problems. A 4 lane FREEWAY going south to north right through the heart of Gresham can only create more drastic problems.

We realise this project will be built or you will lose the federal funding left from the rejected Mt. Hood freeway, so at this time we would like to know if you have any future plans to add to this freeway that starts nowhere and ends nowhere. An honest answer to this question, we sincerely hope, will keep us from moving into the path of your next project.

Is'nt it somewhat unfair to keep issuing building permits with out having some kind of setback restrictions knowing full well that Towle is to be widened, only to have some unsuspecting, trusting person pay an astronomical price for a home and then have you come along and totally ruin the value of it with your FREEWAY?

Cordially,
Robt S. Carlon
Sandra J. Carlon
Mr. and Mrs. Robert S. Carlon
3270 SW Towle
Gresham, Oregon 97030

(page two)

226-1904
326-1901
(170)

MICHAEL SHEPHERD
4265 S.W. 173rd AVENUE • ALOHA, OREGON 97005
TELEPHONE (503) 649-1213

Noted By Steve Crouch
9-17-79

September 12, 1979

Robert N. Bothman
Administrator
Metro Branch, ODOT
5821 N.E. Glisan Street
Portland, Oregon

Re: Fariss Road to
Butler Road
Connector

Dear Sir and other decision-makers,

I would like to add my voice to the chorus asking that you take advantage of this opportunity for government to provide a valuable and needed service.

I do have an interest in some property that would be serviced by these proposed improvements so I have been following in the newspapers the area's planning efforts. The Commissioners, Council, Planning Commission, and a great many citizens and staff have spent countless hours in innumerable meetings(As I have done on similar matters in Washington County). Put bluntly, it is all for nought if the plans are not implemented. This corridor improvement is simply a step in bringing a well-planned city into reality.

Please take that step.

Sincerely,

Michael Shepherd
Michael Shepherd

P.S. If you want comments on the specific options, I would suggest the widest possible width on the South end of Towle --option E-- because it will eventually be needed and now is certainly going to be the cheapest time to construct it.

WMA PDM PDE TSE SPC
ODOT - METRO
SEP 14 1979
AM PPS [illegible] FILE [illegible]

Rec'd 9-10-79 jl

Gresham Ore.
Sept 7, '79

I want to state my
feelings on this 2-2-3 Corridor that
plans to take most of my property.
It was stated at the last meeting
I attended that you had gone door
to door discussing this road. No local
people ever came to my door. The
surveyors were the only ones I saw
and they never asked permission to
be on my land. I am very bitter
about this road. The 4 lanes, brush
down the center and bike paths, side
walks and all the rest, we have
a bike trail on Powell that is a
hazard. This road will divide the
town and the people on the west
side wont be able to get to down
town Gresham only by main road.
The road will not open up my
land because we cant get on
it on the east side. Ive kept
this land for privacy and see now
I should have sold it long ago.
My father bought this in 1918
and until now its been nice living

here but now its going to be a freeway.

The Aug. 29 Meeting was very unfair They asked for a show of hands on the ones for the road but none on the ones against it. Also why did the ones speaking face the Council instead of the people. It has been Cut and dried for this road for about 12 yrs. They've surveyed my place nearly every year and tramped thru my garden.

If that Church that owns the fair grounds wants a road let them build it. That fair grounds property was lost by several Men that lost quite a lot of Money on it, My father in law was one of them.

I hope You Men that are working on this thing have your rights stepped on too. Thats the only thing that will show you how it feels to have to sell your land.

Mrs M. J. Brugger

MAIL ROOM FILE TSE SEC
DIST-METRO
SEP 10

226-1904
326-1901
(300)

THE
TOWNE
FAIR
DEVELOPMENT GROUP

MA PDM PDE TSE SPC
ODOT - METRO
SEP 10 1979
AM PPS

September 5, 1979

Mr. Bob Bothman
ODOT Metro Administrator
5821 N.E. Glisan St.
Portland, OR 97213

Dear Mr. Bothman:

This letter is in response to the public hearing that was held on August 29, 1979 regarding the 221st/223rd extension proposed for Gresham.

Although I was not able to be present at the meeting, I did direct a letter to the City Council stating that the extension of 5th Street through the Old Fairgrounds property would render unworkable a plan that is being worked out with a committee appointed by the Council for developing a shopping center on that site.

It was not my intention, however, nor is it the attitude of the Council's committee, to suggest that an intersection should be excluded from the Fairgrounds alignment. In fact, in an analysis done by Mr. Carl Butke (traffic engineer and consultant) for the committee, it has been deemed advisable that two signalized intersections be planned. Both intersections should facilitate traffic entering and exiting the retail center, and one of the two should allow a traffic flow from the federally funded housing project to the immediate west.

Mr. Butke's study further identified a need for as much as two (double) left-turn lanes on 221st/223rd for travelers going north, but wanting to turn west onto Division Street.

MA PDM PDE TSE SPC
ODOT - METRO
SEP 7 1979
AM PPS Eng FILE

P.O. Box 534 Gresham, Oregon 97030 (503)667-4400

Hopefully this information can be helpful in the deliberations you are making considering this project. If either I or Mr. Butke can give further input, please do not hesitate to contact me.

Sincerely,

David Ehrhardt

DE-TP:ej

cc: Mr. Carl Butke
Mr. Kent Cox
Mr. Jim Keller
Mr. Burke Raymond
M.U. Staff

226-1914
326-1901
(300)

MA PDM PDE TSE SPC
ODOT - METRO
SEP 7 1979
RW-PPS sbg [illegible]

LJP Inc.
P.O. Box 534
Gresham, Oregon 97030
(503)666-4533

September 4, 1979

Mr. Robert N. Bothman
Administrator, Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, OR 97213

Re: FARISS ROAD TO BUTLER ROAD CONNECTOR (221st Avenue/223rd Avenue - Towle Road)

Dear Mr. Bothman:

This letter is intended to be written testimony for the Corridor-Design Hearing on the above-referenced project.

Our properties lie on the West side of the proposed connector, between N.W. Division Street and approximately 1,850 feet South of Division Street, between the connector and the North-South centerline of Block 2, Westfair Addition, to the City of Gresham.

The ultimate intent for the development of our property, which is now vacant, is to accomplish commercial development between N.W. Division Street and approximately 540 feet South of the centerline of N.W. Division Street. The remainder of the property is intended for high density, residential, elderly and handicapped housing.

Our preliminary plans for the primary accesses to the above-referenced developments would occur on the connector at Station 143 + 90, plus or minus, (approximately 435 feet South of the centerline of N.W. Division Street) and at Station 156 + 45, plus or minus, (approximately 1,690 feet South of the centerline of N.W. Division Street). These two access points have been discussed in detail with the City of Gresham, Engineering and Protective Services Division staffs, and they are in accordance with those particular provisions.

Because of the topographic nature of the site and the desire to minimize penetration for access onto the connector, these are the only two full movement access points proposed from the connector to the West side. We, therefore, request that Option B-2 be selected; however, we question the advisability of the ultimate connection from the Connector to N.W. Norman Avenue at approximately N.W. 6th Street through our subject site.

The elderly and handicapped housing will consist of in excess of 200 living units, located on approximately 8 acres. Since multiple access is a necessity, since these two points appear to best meet the topographic restraints, and since the proposed development is significant in traffic generation, we hereby request that positive consideration be given to the creation of intersections at the above-referenced stations which would permit left hand turn refuge lanes at both proposed intersections, together with full signalization at the intersection of the Connector and N.W. 5th Street (Option B-2).

Please do not hesitate to contact me in regard to this request, as we are eager to see a safe, easily traversable and a positive asset to the community being created by this Connector.

Again, thank you for your consideration.

Very truly yours,

LJP, INC.

David A Schulze

David A. Schulze
President

DAS:ej

cc: Mr. James Keller - Director of Protective Services
Mr. William Cameron, City Engineer
Mr. Kent W. Cox, Consulting Engineer

Mailed 9-17-79 as okeyed by Stephen Crouch

WE, THE UNDERSIGNED PROPERTY OWNERS WISH TO REQUEST THE OPTIONS B-2 C-2 on the N. W. 223rd/221st Extension Road Improvement Project, in order TO ELIMINATE AN OFF AT FIRST STREET. This would create an excessive amount of traffic on FIRST STREET AND SLERET STREET, both being entirely residential streets.

WITH AN "OFF" and SIGNALS ON POWELL WE FEEL THAT THERE SHOULD BE NO REASON TO HAVE AN OFF ON FIRST STREET.

MA PDM PDE TSE SPO
ODOT - METRO
SEP 1[illegible] 1979

NAME **ADDRESS** **PRECINCT NO.**

ORIGINAL PETITION SIGNED BY 50 PERSONS ON FILE
IN COMMISSION'S FILES, SALEM.

Farisa Rd - to Butler Rd connector

Noted By Steve Crouch
9-17-79

MA PDM PDE TSE SPC
ODOT - METRO
SEP 14 1979
AM PPS
FILE T/A

Dear Sir:

I am opposed to the Farisa Rd / Butler Rd plan.

1 - Too much money to spend, for what little we will gain.

2 - This plan bisects the city - doesn't make a north-south bypass - but make a barrier to a central core business district expansion.

3 - We will end up with more noise & air pollution.

We would suggest if we need to get people from N-S. we put in a by-pass - The most reasonable route would be from ± 180d & Powell to Stark, more or less along the railway.

If your people decide we need a pork-barrel road project - I would propose.

1 - Elimination of all curbed medians & full length left turn lanes. OK to widen at intersection only. It is a waste of land to pave everything in sight.

2 - Street needs to be re-routed in front of new City Hall. This will create a traffic nuisance. In particular I don't like the provision allowing traffic to turn left into the City Hall.

Page 2 Farisa Rd to Butler Rd Connector

3- Would not allow any road in the section from Division street to Powell. This should be left for expansion of the downtown core. With streets to be built in a normal grid pattern. We can't afford any more strip districts similar to the Burnside - Hot dog alley

4- From Powell south - Would suggest Ok Co([illegible]) pave Towle Rd, then not let contractors keep digging it up.

5- As for the bridge over Johnson creek, shouldn't be any big effort to improve with little effort on cost, straighten out the north access pave the bump over the tracks, put up signs "2 Way traffic keep right" With a little expense, you could replace the bridge with a number of large culvert pipes - when you improve the downstream get-away, would realize enough material to make the fill.

From "Gresham Market Place. Vol 1 #1 -
Jim Keller of Gresham suggests the project will be built, not that hearings & info are being accumulated to make a judgement on the merits of the project. I dislike this railroad attitude down with the people. Pave it all - and that will be for the best for all concerned. This project will increase traffic in all ajacent streets & neighborhoods, along with dirt, noise and increased air pollution.

Page 3. Francis Rd to Butler Rd connector

If you disregard, what is best & go ahead & build similar to the drawing on the Gresham transportation news.

I have no recommendation on A-1, A-2

OK on B-1 & C-1

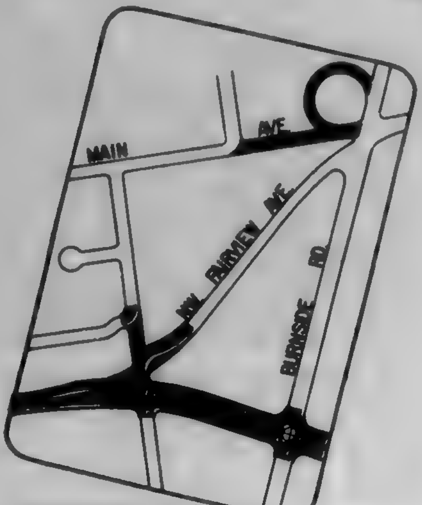
OK on D-2

E-1 On Towle south of Heiney, keep as narrow as you can.

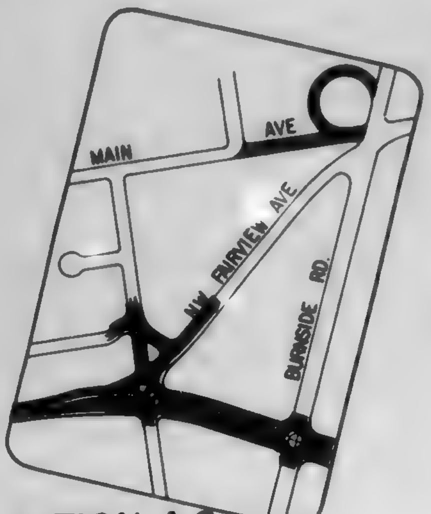
For the overall project - pave as little as possible. No masonry wall for sound control. Has a penitentiary look - Note along I-205. Looks awful.

Minimum of places to make left turns - none from the street into a business. If you must have island in center of street - plant with trees & lawn.

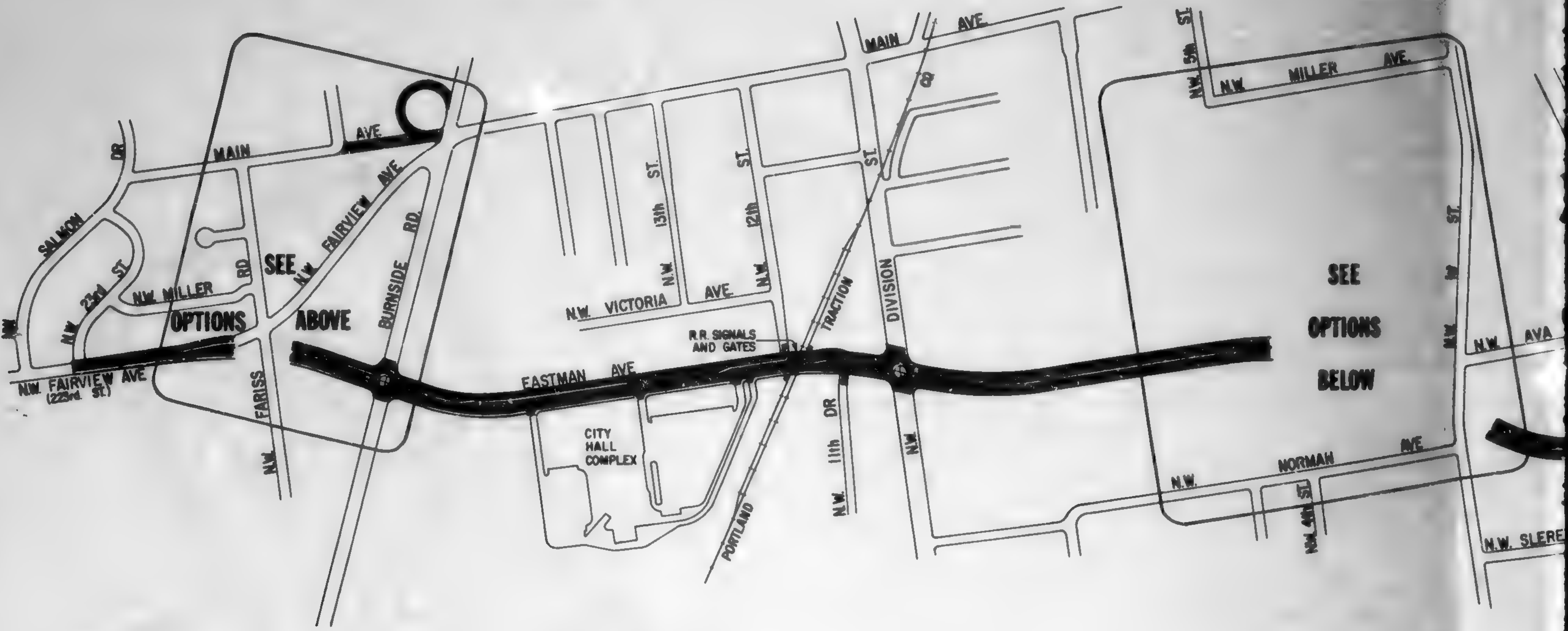
W B Conley
2490 S. W Towle
Gresham, Ore
97030
666-9629


MAIN
AVE.
N.W. FAIRVIEW AVE.
BURNSIDE RD.

OPTION A-1


MAIN
AVE
N.W. FAIRVIEW AVE
BURNSIDE RD.

OPTION A-2


MAIN
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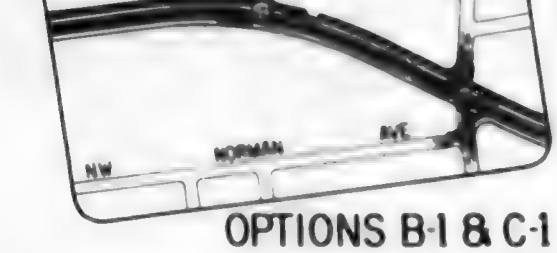
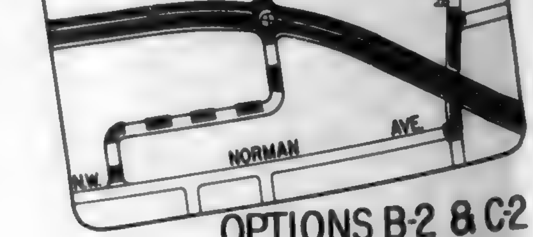
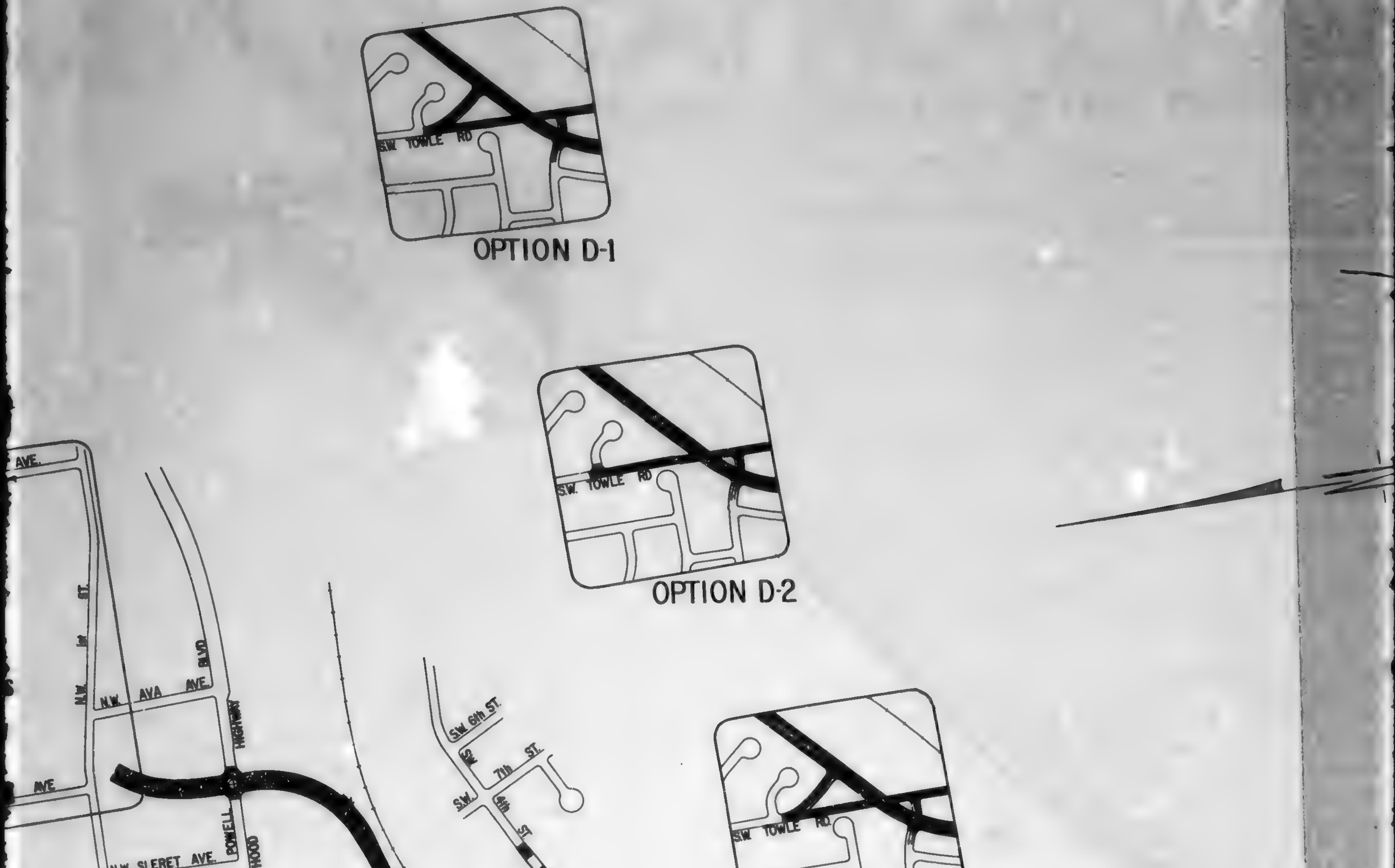
MAIN
AVE.
SALMON
DR
N.W. 23rd ST.
N.W. MILLER
RD
SEE
OPTIONS
ABOVE
N.W. FAIRVIEW AVE
BURNSIDE RD.
N.W. FAIRVIEW AVE (223rd. ST)
FARISS
N.W.
N.W. 13th ST.
N.W. 12th ST.
N.W. VICTORIA AVE.
R.R. SIGNALS AND GATES
EASTMAN AVE.
CITY HALL COMPLEX
TRACTION
PORTLAND
N.W. 11th DR
DIVISION ST.
N.W.
RD
N.W. 5th ST.
N.W. MILLER AVE.
SEE
OPTIONS
BELOW
N.W. 1st ST.
N.W. AVA
N.W. NORMAN AVE.
N.W. 4th ST.
N.W. SLERE
N.W.


N.W. 5th ST.
N.W. MILLER AVE.
N.W. 1st ST.
N.W.
NORMAN
AVE.

OPTIONS B-1 & C-1


N.W. 5th ST.
N.W. MILLER AVE.
N.W. 1st ST.
N.W.
NORMAN
AVE.

OPTIONS B-2 & C-2


OPTION D-1
OPTION D-2
OPTION D-3
S.W. TOWLE RD
SEE OPTIONS ABOVE
AVE.
N.W. 1st ST.
N.W. AVA AVE.
BLVD
HIGHWAY
AVE
N.W. SLERET AVE.
POWELL
HOOD
26
MT
WEST
N.W. WILSON AVE
SW FLORENCE AVE.
SW 6th ST.
SW 7th ST.
SW 6th ST
PORTLAND
TRACTION
CO
SW WALLULA AVE.
SW 4th ST
SW 5th PL
SW
SW TOWLE RD
SW ANGELINE AVE
SW 8th DR
DR.
ST
ST
SW 4th
SW 5th
BIRDSDALE
SW
SW WILLOWBROOK AVE
R.R SIGNALS AND GATES
SW WALLULA AVE
DR
CHASTAIN
SW
SW 10th DR
SW ST
ORCHARD AVE
ST
SW BELLA VISTA AVE.
ST
SW 13th
SW 15th
SW 16th
SW
SW WILLOWBROOK AVE
SW 18th CT
SW
SW
SW
N.W. 1st ST.
AVE.
-2 & C-2

CORRIDOR — DESIGN HEARING MAP

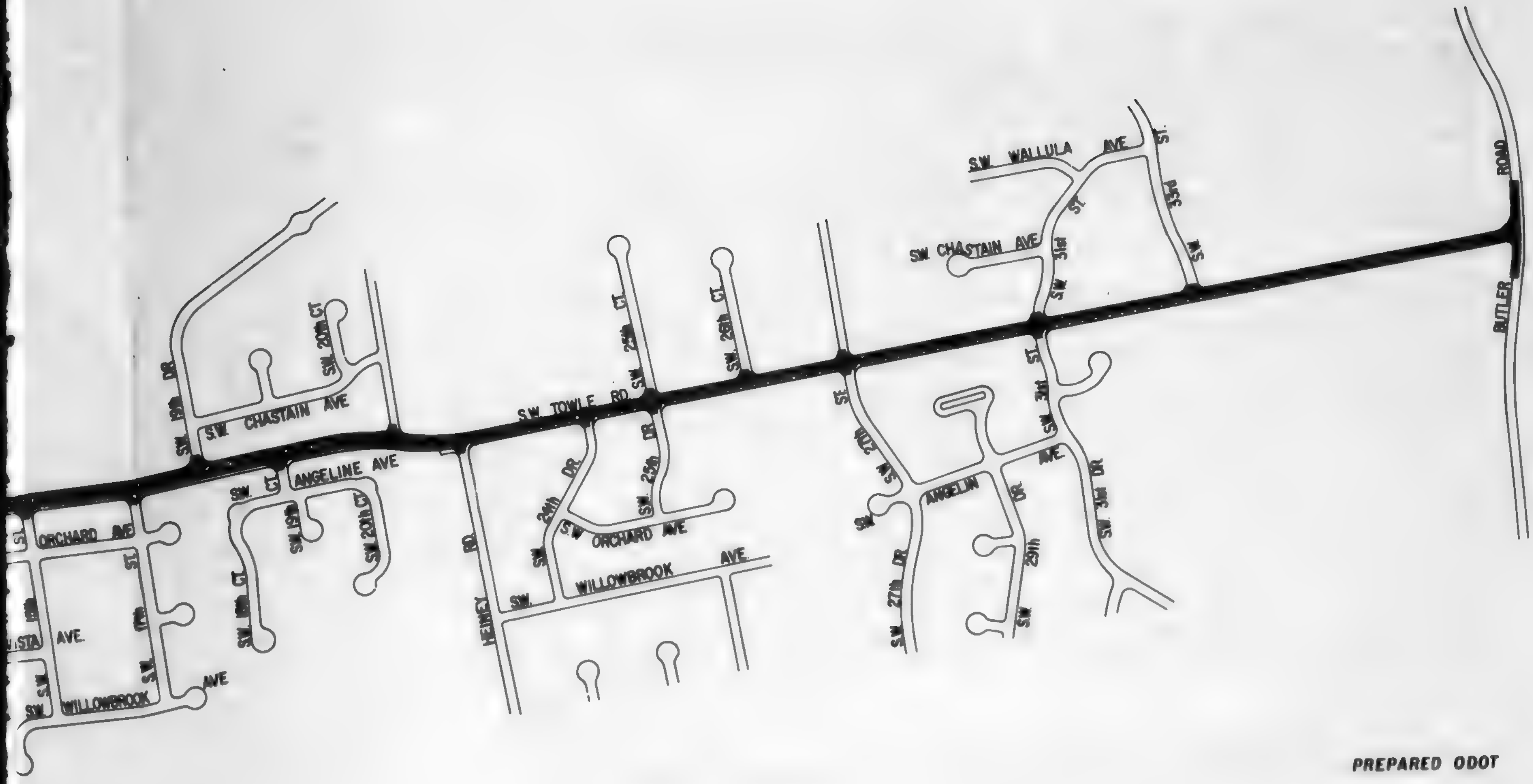
FARISS ROAD TO BUTLER ROAD CONNECTOR

221ST AVE - 223RD AVE - TOWLE RD

CITY OF GRESHAM
MULTNOMAH COUNTY

LEGEND

- ▬ NEW CONSTRUCTION
- ▬ NEW CONSTRUCTION (BY OTHERS)
- ▬ REMOVE EXISTING ROAD
- ▬ CURBED MEDIAN
- ▬ LEFT TURN LANE
- ⊕ TRAFFIC SIGNAL


S.W. WALLULA AVE
ST.
33rd
SW
ROAD
BUTLER
SW CHASTAIN AVE
SW 31st ST
SW 26th CT
SW 25th CT
SW 20th CT
SW 19th DR
S.W. CHASTAIN AVE
S.W. TOWLE RD
ST
SW 27th
ANGELIN
AVE.
DR
SW 29th
SW 31st DR
SW 27th DR
SW 31st ST
SW CT ANGELINE AVE
SW 19th
SW 20th CT
SW 18th CT
ORCHARD AVE
ST
VISTA AVE.
SW WILLOWBROOK AVE
SW
HEINEY RD
SW 24th DR
SW 25th DR
S.W. ORCHARD AVE
SW WILLOWBROOK AVE.

PREPARED ODOT

GRESHAM TRAN

August, 1979

N.W. 223rd / 221st EXTENSION A

OPINIONS WANTED AT PUBLIC MEETING AND HEARING

For several months, Gresham residents and transportation planners from the city of Gresham and the Oregon Department of Transportation have sifted through possible remedies to clear up traffic congestion in Gresham's business district and residential areas. Now plans for a proposed north - south route, which has been on the drawing boards for many years, are ready for formal public review.

A public meeting for review of the project designs has been set for Monday, August 6. The meeting will begin at 7:30 P.M., Gresham City Hall, Council Chambers, 150 W. Powell Boulevard, Gresham. Copies of the Draft Environmental Impact Statement (DEIS) will also be available. This meeting is an opportunity for people to get necessary information on the project prior to the public hearing.

Testimony, both oral and written, will be heard at a formal public hearing sponsored by the City of Gresham on Wednesday, August 29. The hearing will start at 7:30 P.M. at the Gresham City Hall Council Chambers, 150 W. Powell Boulevard Gresham. The hearing is the last formal opportunity for people to air their opinions and preferences on this project.

For those unable to attend the August 29 public hearing, written comments may be sent in until September 17 to:

R.N. Bothman, Metro Branch, Oregon Department of Transportation,
5821 N.E. Glisan Street, Portland, Oregon 97213.

All persons interested in the future of Gresham, are urged to attend the public meeting and the public hearing on this transportation project.

NEW NORTH-SOUTH CONNECTOR-ROUTE PROPOSED FOR GRESHAM

A far-reaching transportation proposal, developed in connection with citizens, planners and engineers, completely traverses Gresham's boundaries from north to south and provides a new connector for the fast-growing Gresham area. The connector would define the western edge of Gresham's central business district between Division Street and Powell Boulevard and separate the commercial activities of this area from the residential neighborhood to the west of the route.

The proposed 3.25 mile connector would begin at Fariss Road and Fairview Avenue and follow a new alignment south on 223rd and 221st Avenues to Powell Boulevard. At Powell, the alignment turns to the southwest until it connects with the Towle Road alignment at Johnson Creek. The existing narrow bridge at Johnson Creek would be replaced with a wider structure and Towle Road would be improved starting at the bridge and moving south to the intersection with Butler Road.

The 1.16 mile seqment of the project from Fariss Road to Powell Boulevard is proposed as a four-lane arterial with a raised median down the center of the road and left-turn refuges at the intersections. South of Powell, the road would taper to two-lanes with a center raised median and left-turn refuges to Birdsdale Drive. From Birdsdale Drive to Heiney Road, a continuous left-turn lane would be provided. Between Heiney and Butler Road, both a 30-foot and 42-foot two-lane roadway option has been developed. Bicycle lanes are proposed throughout the length of the project.

The intersections at Burnside Road, Div
would be signalized for improved pede

There are several choices to be made ab
parking on Towle Road south of Heiney

Option A is a choice between providing
Fairview Avenue.

Option B offers access to Norman Aven

Option C provides or eliminates access

Option D links the choices of full access
north of Birdsdale Drive.

Option E calls for parking on Towle Ro
the road would be 30 feet wide. Parking

A no-build option, or doing nothing, is
considered for this project.

(The route and connection options are
this newsletter.)

The corridor is actually two separate pr
the route which is north of Powell is a ci
the jurisdiction of Multnomah County.

PROJECT FUNDING

The estimated cost of the proposed con

The principle share of the cost of the pr
Funds from the now-defunct Mt. Hood
project, and the remaining 15% will be

ENVIRONMENTAL RE EFFECTS OF PROJEC

After an almost nine-month study, a co
and compares the possible effects of th
Gresham as well as the no-build optio
Environmental Impact Statement (DE
firm of Howard, Needles, Tammen an

The relative merits of either building t
weighed against such factors as transp
cultural issues.

The environmental report points out t
tion, congestion and access from resid
if the north - south connector route is b
streets would be reduced.

On the other side of the balance sheet
require displacement of four residenc

Traffic congestion and accident haza
build option. Also, commercial prope
north - south access route is not built.

Copies of the Draft Environmental Im
Gresham Public Library, 410 N. Mai
150 W. Powell Boulevard, Gresham;
Metro Branch, 5821 N.E. Glisan Stre

(PUBLISHED BY THE OREGON DEPARTMENT OF TRANSPORTATION)

ANSPORTATION NEWS

NSION AND TOWLE ROAD IMPROVEMENT

238-84

urnside Road, Division Street, Fifth Street and Powell Boulevard
or improved pedestrian safety and traffic flow.

ices to be made about access to the new route and provision of
d south of Heiney Road.

between providing or severing access to Fariss Road east of

s to Norman Avenue at 6th Street.

eliminates access to 1st Street.

oices of full access, partial access or no access to Towle Road
ve.

king on Towle Road just south of Heiney Road. Without parking,
eet wide. Parking would require a 42-foot road width.

doing nothing, is an additional alternative that will be
oject.

ction options are illustrated in detail on the reverse side of

ly two separate projects split at Powell Blvd. The portion of
th of Powell is a city of Gresham project and the route south under
ltnomah County.

UNDING

the proposed connector route is $7.7 million.

the cost of the project will be covered by federal dollars.
efunct Mt. Hood Freeway will cover 38% of the cost of the
ining 15% will be provided by the city and county.

ENTAL REPORT NOTES F PROJECT

month study, a complete environmental report which reviews
ssible effects of the proposed north - south connector route for
e no-build option is now available for public review. This Draft
ct Statement (DEIS) was prepared by the Seattle-based consulting
lles, Tammen and Bergendoff.

either building the proposed access route or doing nothing are
factors as transportation, land-use, energy consumption and

eport points out that air quality, pedestrian and bicycle circula-
access from residential and business areas would all be improved
nnector route is built. In addition, traffic on local neighborhood
ced.

he balance sheet, the north - south connector route would
t of four residences.

d accident hazards would continue to deteriorate with the no-
ommercial property values are expected to decline if a new
oute is not built.

nvironmental Impact Statement (DEIS) may be reviewed at the
rary, 410 N. Maine Street, Gresham; Gresham City Hall,
vard, Gresham; Oregon Department of Transportation,
N.E. Glisan Street, Portland.

STEPS REQUIRED T COMPLETE THE PR

Following the August 29 public hearing, a complete transcript of the he
ceedings will be prepared. Then the Gresham City Council and the Mul
County Board of Commissioners will select an alternative. If the build-op
favored, a Final Environmental Impact Statement (FEIS) will be prepare
Oregon Department of Transportation and then approved by the Federa
Administration and the Oregon Transportation Commission. Purchase
required properties along the route will begin in May, 1980.

Construction on the project will be staged in three segments. Work on the
the route from Fariss Road to Division Street could begin as early as Dece
and the stretch from Division Street to Powell Boulevard in February, 198
struction on the last section of the route, between Powell Boulevard and E
could start in October, 1981.

INFORMATION PLEASE

Would you like additional information on the proposed project? Are you
on how the proposed transportation improvements might affect you and
community?

If these questions apply to you or if you would just like to speak with some
the project, please don't hesitate to contact: Steve Crouch, Project Coor
Oregon Department of Transportation, 5821 N.E. Glisan Street, Portlan
238.8460.

SPEAK OUT

On the proposed north - south connector-route for Gresham.

Get the facts at the public meeting on August 6th and then testify on your p
for this project at the public hearing on August 29.

Public Meeting

Monday — August 6th
7:30 PM to End
Gresham City Hall
Council Chambers
150 W Powell Blvd.
Gresham

Public H

Wednesday –
7:30 PM
Gresham
Council C
150 W Pow
Gres

Remember, your voice does make a difference. Shouldn't you take a stanc
vital issue?

238-8460

QUIRED TO
TE THE PROJECT

ranscript of the hearing pro-
ouncil and the Multnomah
tive. If the build-option is
IS) will be prepared by the
oved by the Federal Highway
mission. Purchase of the
, 1980.

ments. Work on the portion of
gin as early as December, 1980
rd in February, 1981. Con-
ell Boulevard and Butler Road,

LEASE

ed project? Are you uncertain
ight affect you and your

to speak with someone about
ouch, Project Coordinator,
isan Street, Portland or call

UT

esham.
then testify on your preference

Public Hearing

Wednesday – August 29th
7:30 PM to End
Gresham City Hall
Council Chambers
150 W Powell Blvd.
Gresham

uldn't you take a stand on this

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Portland, OR
Permit No. 681

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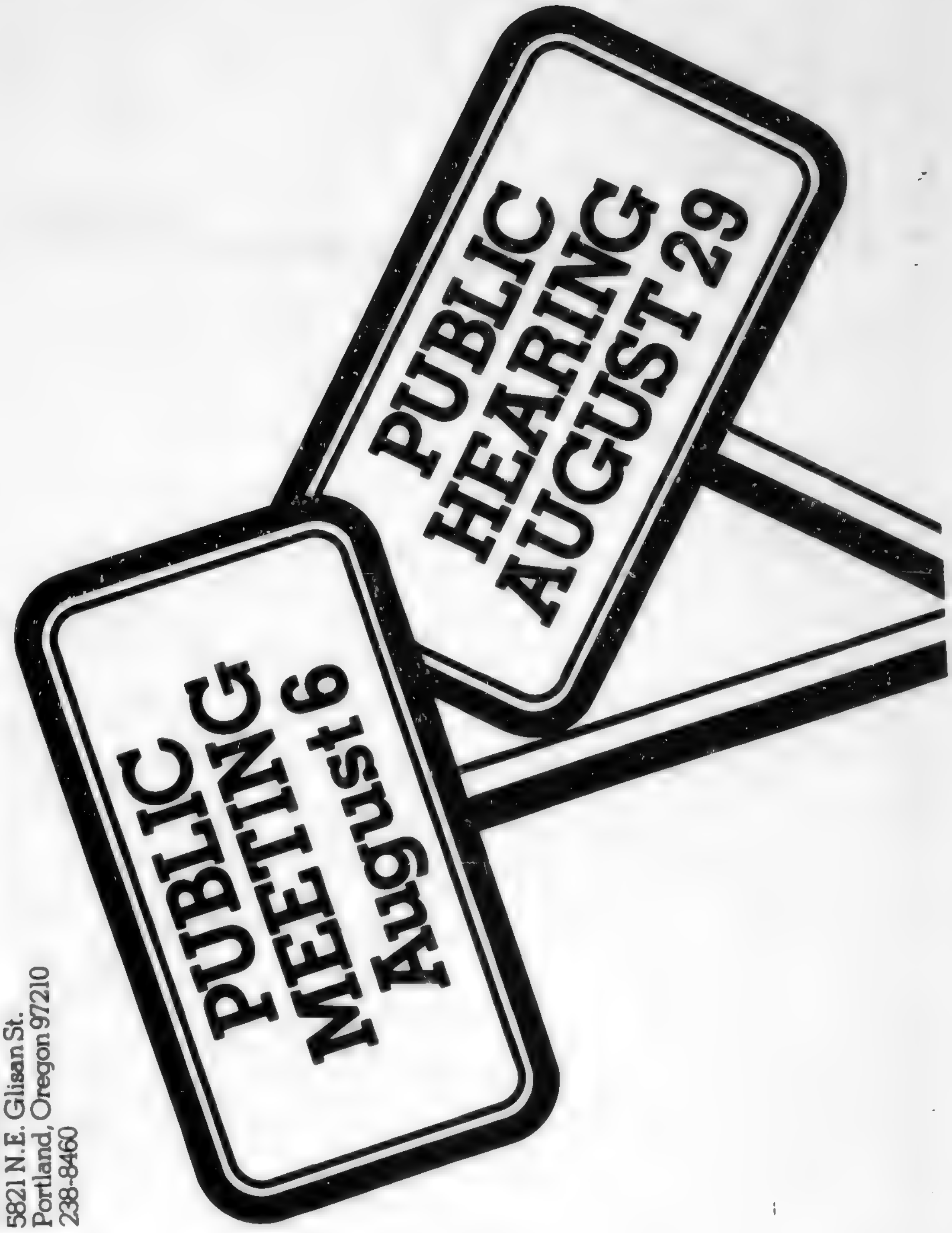

OREGON DEPARTMENT OF TRANSPORTATION
Metro Branch
5821 N.E. Glisan St.
Portland, Oregon 97210
238-8460

9408

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES

October 2, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Public Hearing Transcript
County Road & City Street (FAU 9867)
Multnomah County

In compliance with federal statutes and regulations and the Oregon Action Plan, I am submitting a copy of a transcript of the Corridor/Design Public Hearing held in Gresham, Oregon on August 29, 1979 relative to the following projects:

Project No.	Section
IX-9867(1)	Fariss Rd.-Powell Blvd. (Gresham)
IX-9867(3)	Powell Blvd.-Butler Rd. (Gresham)

JLG:fkc

cc: C. W. Head
G. A. Potter
Gary Zehner

Form 734-3122

9400

September 12, 1979

Howard, Needles, Tammen & Bergendoff
201 Elliott Avenue, West
Seattle, WA 98119

MISC. CONTRACTS and
AGREEMENTS No. 6623

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement concerning completion of the Draft Environmental Impact Statement on the Powell Boulevard/Fariss Road Connection and Powell Boulevard/Butler Road Unit, Agreement No. 6623.

We are retaining a fully executed copy of this supplemental agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment

bc: R. N. Bothman (w/ copy of agreement)
Don Harwell (w/copy of agreement)

STATE OF OREGON
ODOT - METRO
DEPT.
238-8226
TELEPHONE

INTEROFFICE MEMO

NOTED
H. S. COULTER

DATE: September 4, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: D. R. Adams
Project Development Manager

SUBJECT: DEIS Supplemental Agreement
Powell Boulevard-Fariss Road Section
Powell Boulevard-Butler Road Section
Gresham
Agreement #6623

I have attached three copies of a supplemental agreement for time extension. No additional compensation is involved. All three copies have been signed by R. N. Bothman for ODOT Metro Section and Cecil Counts representing the consulting firm of Howard, Needles, Tammen, and Bergendoff.

The need for this supplement is based on three factors:

1. ODOT and FHWA review of the Draft Environmental Impact Statement took three weeks longer than anticipated, justifying an equivalent contract extension.
2. The consultant contract states that all work under this agreement shall be completed by July 7, 1979. The printed documents were received on July 24, 1979, within the three week justifiable extension.
3. Page 6, paragraph VI of the consultant contract states that the consultant may be called upon to assist the City of Gresham in preparation of a hearing presentation following completion of the DEIS. The public hearing was held August 29, 1979. The consultant assisted at the hearing and his continued availability is desired throughout the comment period, ending mid-September 1979.

If you concur with this time extension, please sign the three copies and forward to Project Management for distribution.

RECEIVED
STATE HWY ENGR.
SEP 7 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DRA:SDC:PE

Attachment

cc: R. N. Bothman

Put on ~~monthly~~ report of actions taken
under delegated auth. —

9400

L.

November 6, 1978

Howard, Needles, Tammen
and Bergendoff
201 Elliott Avenue West
Seattle, Washington 98119

Attention: Douglas C. Myhre

MISC. CONTRACTS and
AGREEMENTS No. 6623

Gentlemen:

Attached for your records is a fully executed copy of an agreement for environmental studies on the Powell Boulevard to Faries Road Connection and the Powell Boulevard to Butler Road Unit in Gresham.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

bc Mainor Holmes (agree. att.)
Gary Potter Attn: Tom Arnold

9400

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-6-78

FEDERAL AID PROJECT NO. IX-9867(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. 71444

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-6-78

FEDERAL ROUTE NUMBER FAU-9867

STATE ROUTE NUMBER City St.

GENERAL LOCATION: Fariss Rd. - Powell Blvd. (Greham) Section

GENERAL DESCRIPTION OF WORK: Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Consultant Agreement
Howard, Needles, Tammen & Bergendoff
TEC NTE $99,526

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's letter of 11-1-78, I approve the Consultant Agreement with the firm of HNTB for the subject project for an amount not to exceed $99,526 of which $7,490 represents the net fee.

An approved copy of the agreement is returned herewith.

NOTED
F. B. KLABOE

11-7

DATE 11-6-78

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9400

DATE: September 14, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Consultant Services, Powell Boulevard to
Fariss Road Connection, City of Gresham
and Powell Boulevard to Butler Road,
Multnomah County

At your May 30 meeting, you approved an agreement with Howard, Needles, Tammen and Bergendoff for the preparation of the Draft Environmental Impact Statement for the Powell Boulevard to Fariss Road Connection. The agreement was in an amount not to exceed $76,970, covering a nine-month period.

Since that time a decision has been made to include the adjoining Powell Boulevard to Butler Road Unit in the same Draft Environmental Impact Statement and the contract has been renegotiated with the consultant to include the additional work involved.

On the Consent Calendar at the September 19 meeting will be the renegotiated agreement with Howard, Needles, Tammen and Bergendoff for the preparation of the Draft Environmental Impact Statement for the Powell Boulevard to Fariss Road Section and the Powell Boulevard to Butler Road Unit.

The agreement, in an amount not to exceed $99,526 will cover a nine-month period. All charges are eligible for normal federal-aid participation as part of preliminary engineering for the project. This is an Interstate Transfer Project on the Federal Aid System with all of the local match being provided by the City of Gresham for the Powell Boulevard to Fariss Road Section and by Multnomah County for the Powell Boulevard to Butler Road Unit.

I recommend your approval and request authority to sign the agreement for and on your behalf.

bc:
C. W. Head
E. S. Hunter
Gary Potter
Ed Hardt
D. H. Moehring
Robert A. Burco
H. S. Coulter
R. N. Bothman
V. E. Skoog
George Bell

TA:ss srb

9400

DATE: May 12, 1978

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Powell Boulevard to Fariss Road Connection
City of Gresham

On the Consent Calendar for your consideration at the May 30 meeting will be an agreement with Howard, Needles, Tammen, and Bergendoff for preparation of the Draft Environmental Impact Statement for the Powell Boulevard to Fariss Road Connection. An information report concerning consultant services for this study was presented at the January 24 meeting.

The agreement, in an amount not to exceed $76,970, will cover a nine-month period. All charges are eligible for normal federal-aid participation as part of preliminary engineering for the project. This is an Interstate Transfer Project on the Federal-aid Urban System with all of the local match being provided by the City of Gresham.

I recommend your approval and request authority to sign the agreement for and on your behalf.

GAP:TA:ss ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
D. H. Moehring
Gary Potter
R. N. Bothman
V. E. Skoog
George Bell

9400

STATE OF OREG

INTERO CE MEMO

Klaboe

2.

TO: MEMO TO THE FILE

DATE: May 12, 1978

Stephen D. Crouch

FROM: STEPHEN D. CROUCH
Project Coordinator

SUBJECT: Powell Boulevard-Fariss Road Section
N.W. 221st/223rd Avenues
Citizens Advisory Committee Meeting
March 30, 1978

Bill Jastram, Chairman, opened the meeting at 7:30 p.m. Approximately 40 people were in attendance, mostly concerned citizens. Minutes of the previous meeting were approved as published.

The first subject of discussion was a review of the results of the March 22 public meeting. About 34 letters or questionnaires were received and the responses were tabulated at the meeting. There was heavy opposition to the Fourth Street connection from those living in an area bounded by Norman Avenue on the east, Towle Avenue on the west, First Street on the south, Sixth Street on the north. Another faction representing the area around First Street to Powell, between Wilson and Ava, were opposed to the project in general. Most also were opposed to the method of financing on a front-foot basis even though the cost would only be 14% of the total, rather than the 100% assessment used on residential streets.

Dave Vargas said that the city council had received the message from the people and is receptive to the idea of assessing only business property for the project. He also said that the Fourth Street connection was a method of providing access to the East Hill, but if the people oppose it, it doesn't have to be done at all or it can be relocated to another position. A connection is not a necessary part of the project, but was proposed as a convenience for East Hill residents.

For the benefit of the observers attending, Dave Vargas and I explained the concept of the route, why this route was selected over other existing streets in the area and why it is needed.

The question was asked if strip commercial development could be expected along this street. It was felt that there would be segments of commercial development but not the strip type because of the existing land uses and the development proposed for the remaining open space. Also mentioned was the possibility of using noise barriers to block both the sound and the sight of the project from adjacent neighborhoods; thus avoiding a reduction in property values or residential uses next to the project.

Dennis Slaughter, CAC member, stated that he felt that the citizens advisory committee had done a good job in looking at the project plans and working on development of them and had bettered the record of planners in the past on this project by bringing it to a public meeting in only three months. He felt that insufficient public input had been involved in the past ten years on this project and that he was still not convinced of the need for the project and recommended that it not be built. Marilyn Holevas, CAC member, also agreed with this stand. She then stated that she might see the need for a north-south route like this but felt that it was a lot larger than needed and she was also worried about the possibility of strip commercial development.

Another person spoke in favor of the road, noting that even though we tend to resist change, still change must happen. The route is needed now. Another said that we should be sure that we do not build a facility now that will be inadequate for the future.

Jastram appealed to everyone to think constructively and to look beyond their own personal concerns, consider what the area needs. Dave Vargas stated that he lived on Cane Drive, a five-lane street between Division and Stark and that it was a low-key residential area rather than commercial development and it was a very pleasant place. It does not compare with 181st or others; it is a residential street with a college on it and further single family residential development is going on. Vargas said that the new route could be in this manner also. Some of it is now zoned commercial but that could be changed in the undeveloped areas. It would take citizens pressure to do some, but it could be done. It was noted that the raised median is also a control on the location of commercial development limiting access. It was brought out that the fairgrounds would develop in some matter whether or not the route goes in. The developer would install a road of some sort to provide access to the area.

Bill Jastram mentioned that he felt that it would be wise to drop the Fourth Street extension. He said he had found out that there is a sinkage problem in the area of Fourth and Blaine. A lady mentioned that this had been going on for about five or six years. Dave Vargas said he would have it checked out. There may be a problem with a broken pipe there. Jastram suggested that the CAC should discuss other possible connection points or eliminating connections to the East Hill neighborhood.

Next, the results of the public meeting questionnaires were tabulated:

Item	For	Against
Support of Project	4	24
Fourth Street Connection	3	12
First Street	1	12
Severing 12th Street	2	6
Light Rail	3	8
Landscaped Medians	2	8
Bicycle Lanes	3	9
Noise Barriers	4	0

The meeting was then opened to questions and answers from the audience. Comments were as follows:

- Why do we need the route? I don't have a problem with traffic now.
- Try building a project after all the development has happened.
- There are traffic problems in Gresham; Main, Birdsdale, others. Powell, Division and Burnside are bumper to bumper now. You've got to have a place to get off them.
- I think the route's a good idea, but I don't necessarily agree with its location.
- How come if we're going to have such a traffic problem in the East County in the future, there are only two or three plans in the State Highway Six Year Plan for East County?
- Why not take the people from south of Powell along the railroad grade to 190th and then north, rather than through town?
- It's good for Gresham business.
- If the light is placed on Powell between Ava and Sleret, how will I have room to get out on Powell from Sleret; it's less than three car lengths away from Sleret.
- We need money to widen Powell Boulevard.
- Much of the traffic on Powell is from the area south of Powell causing access problems on streets such as Sleret.
- The new route should take most of that traffic off Powell.
- Powell Boulevard is a primary highway and as such, is in competition statewide with other primary highways. It is not very high on the priority list.

McClure said that the route from the area south of Powell from Towle Road over to 181st or 190th is also needed in addition to the route under discussion. He said that 181st and Burnside are not State Highway projects. I-80N and Powell Boulevard are the only state highways in East County. There is no intention to widen Powell Boulevard. The question was asked, If money is not used for mass transit in East County, can it be used for highway projects? The answer was, It would go back to transportation facilities, not necessarily highways totally, nor exclusively for East County. Vargas said that the money would probably go to the McLoughlin or

Sunset transit corridor, as a guess. East County was identified as having the greatest need for a transit corridor and, therefore, is first priority unless people decide they don't want it. Mass transit is being pushed because of projected fuel shortages and air pollution problems.

- Why should East Hill have to pay for the mistakes of the planning commission in allowing Gresham to develop?

- How do we stop the project? The answer was to continue as you're doing. Speak up at every opportunity such as this and particularly at the public hearing.

SDC/ldo

cc: Metro Staff

9400.

GENERAL FILES

Hunter

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

April 26, 1978

Telephone 238-8460

LETTER TO INTERESTED PARTIES

Subject: Powell Boulevard-Fariss Road Section
N.W. 221st/223rd Avenues
Gresham

Project Update

Fifty people at the project public meeting held on March 22 and forty people at the subsequent Citizens Advisory Committee meeting on March 30, 1978, had some definite opinions on the project. Two major factions were present; those west from Norman Avenue in the vicinity of the proposed Fourth Street connection, and those from First and Norman and south to Powell.

The faction in the vicinity of the Fourth Street connection generally opposed it fearing that Fourth would become a new arterial through the area. In recommending this connection, the Citizens Advisory Committee did not intend to create a new arterial. The intent was to provide a centrally located connection to the project between Division and Powell. We felt that traffic would disperse along Norman Avenue and not significantly change the traffic on Fourth. However, the connector is not a necessary part of the 221st/223rd project. All connections between Division and Powell to the west can be eliminated or First can continue to be a through street. The intent was to allow access from East Hill to downtown by means of a signalized intersection across the proposed route. To do that at First Avenue would mean two traffic signals in a one-block segment; not a desirable situation.

Another possibility would be to provide the connection at Sixth; no housing would be directly affected and Sixth does not continue into the neighborhood from Norman.

The second faction, representing those people between First and Powell, was opposed to the project in general. Four houses east of First and Norman would be taken and others would be adjacent to it.

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4-28-78

One of the most touchy subjects in project development is determining a route that will meet the transportation needs of an area and have the least possible detrimental effect. The Citizens Advisory Committee felt that the route identified would do the intended job of moving traffic and meet those guidelines. Heavy traffic on the existing north-south streets was not an acceptable alternative for the future. Traffic projections indicate as high as 19,000 vehicles per day by 1990 on Wallula and 16,000 on Main if the project isn't built. Current traffic counts indicate 2,000 and 10,000 vehicles per day respectively. Eighty percent of the route is on existing or reserved right-of-way and in the remaining twenty percent, that portion from the fairgrounds to Powell, only four houses are affected. If yours happens to be one of those four houses, obviously the impact on you is very great, but still the route has the least overall impact on the area.

Other possibilities for the connection from the fairgrounds to Powell are under consideration. Miller Avenue and a route north of Walters Road were suggested at the public meeting. A detailed traffic analysis utilizing recent counts is now underway. Results of that study will be the subject of the next Citizens Advisory Committee meeting. It will be held as soon as that data is available.

If you have further questions, please contact me at 238-8460. We are a long way from a final design for this project and everyone's comments are important.

Stephen D. Crouch
STEPHEN D. CROUCH
Project Coordinator

SDC/ldo

cc: Metro Staff
CAC Members

94

STATE OF OREG INTERO CE MEMO Hunter

TO: MEMO TO THE FILE DATE: February 27, 1978

Stephen D. Crouch

FROM: STEPHEN D. CROUCH
Project Coordinator

SUBJECT: Powell Boulevard-Fariss Road Section
N.W. 221st/223rd Avenues
Citizens Advisory Committee Meeting
February 23, 1978

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Bill Jastram, Chairman, opened the meeting at 7:30 p.m. Six persons attended including CAC members Richard Palmer, Dennis Slaughter, Sam Olsen, Rodger Clawson and Bill Jastram. Steve Crouch represented the Oregon Department of Transportation. Minutes of the February 9 meeting were approved as published.

Bill Jastram presented a letter from the Gresham Area Chamber of Commerce. The Chamber expressed heavy support for the project, particularly citing the greater ease of access to various areas of Gresham. Bill said the Chamber was also very much in favor of the Fifth-Fourth Street connection.

The Chamber was, however, concerned about the two-phase construction proposal, fearing that the second phase might not be built. Evidently, they were not aware that it is to be approved and funded as one project. The difference in timing being only because right-of-way north of Division is readily available or dedicated and that portion south of Division will require some negotiation. It is a method of expediting the project, not slowing it down.

Rodger Clawson passed around a letter he received from Chuck Hamms of 2065 S.W. 19th. Chuck stated his support for the project.

Clawson presented a copy of the handout map that he had modified to show the Fifth-Fourth Street connection and severing of First Street as desired by the CAC. In addition, the CAC decided that 12th Street should not be connected to the route. I will revise the original of that map to show this as well as other features of the preferred alternative. As many copies as needed will be available for use of the CAC or other interested parties.

The CAC decided that the public meeting display maps should show only what the CAC recommends. Alternatives should be shown and discussed separately.

Next, the topic turned to planning for the public meeting. It was recommended that a corridor mailing be done to people directly affected by the project or adjacent to it. The CAC felt that the meeting should be held March 21, 7:30 p.m., at the Gresham City Hall. However, I have been since informed by Dave Vargas that the City Hall will not be available on the 21st but is available on the 22nd. If no objections are voiced, I will schedule March 22, 1978, at 7:30 p.m. for the meeting. The CAC agreed that the newsletter should be received by people in the area about one week before the meeting. Notification should also appear in the Gresham Outlook with the March 15 edition. Press releases will be sent to the Oregonian and Oregon Journal as well. I will prepare them.

The next meeting was tentatively set for March 16 with the stipulation that if anything important occurs in the meantime that needs CAC comment, I will call a meeting before then.

The meeting adjourned at 8:40 p.m.

SDC/ldo

940 4,

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE **DATE:** February 23, 1978

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Fariss Road-Powell Boulevard Section
N.W. 221st/223rd Avenues

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FOR

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On February 17, I met with Steve Crouch, Burke Raymond, Elizabeth Boyle, and Dave Vargas to discuss the progress of the subject project.

When the meeting was originally set up, there were two significant questions. One was the fact that the schedule had appeared to slip two months and the other was that the secondary impacts of the project were not being adequately considered. The seriousness of these problems abated by the time the meeting was held. The schedule has slipped only one month; hearing date in March, 1979. This is alright with the City. The secondary impacts, i.e., traffic volumes, in the Fairview area have been restudied by Jef Kaiser. Apparently, his concerns are not as serious as originally anticipated and impacts to the Fairview area are not significantly different than the no-build. However, additional work on the traffic projections still must be made for full consideration of the secondary impacts in the DEIS. I did recommend that the City include people from the area north of the project to assure that the Citizens Advisory Committee was balanced.

We discussed the cross sections briefly and they appear to be satisfactory at this time. There is a 27-foot pavement between the curbed median and the right-hand curb. This is three feet more than our minimum standard 24-foot wide roadway. However, the project width is consistent with the adopted arterial street standard of Multnomah County, except that the standard does not address the raised median. The road is scheduled to be taken over by Multnomah County for operation and maintenance after construction.

The City agrees with us on the issue of the suitability of trees both in the median and behind the right-hand curb. They would like to discourage trees in the median and behind the curb; however, they would allow the trees behind the curb, if required.

I reminded Dave Vargas of the documentation he is to provide on corridor selection. This documentation apparently does not exist. The Gresham plan indicates where "the route" is to be located for this project but does not indicate why it was selected. Burke Raymond suggests that we interview Jim Keller to determine the process that was used to select the current route. He also suggested that we talk to Bebe Rucker who was involved in the planning for this project. I believe our approach should be to solicit the information from Mr. Keller identifying the kinds of facts that we need; then, reviewing that information for adequacy. If further documentation is required, request that the consultant seek that documentation through an extensive interview.

We will advance a public meeting sometime in March in the Gresham area; not to conflict with the Banfield Transitway project. Probably the earliest possible date for the meeting would be the 7th of March, but will depend mainly on other scheduled meetings and City Hall availability.

All in all, the City seemed to be satisfied with the progress of the project to date.

DRA/ldo

cc: [redacted]
G. A. Potter
J. H. Versteeg
J. D. McClure
S. D. Crouch

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STATE OF OREGON

INTEROF CE MEMO

DATE: January 11, 1978

TO: MEMO TO THE FILE

Stephen D. Crouch

FROM: STEPHEN D. CROUCH
Project Coordinator

SUBJECT: Powell Boulevard-Fariss Road Section
N.W. 221st and 223rd Avenues
Multnomah County
City of Gresham

RECEIVED
DOT OPERATIONS
JAN 12 '78
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FOR

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The first citizens advisory committee meeting opened at 7:30 p.m. on January 5, 1978, in the Gresham Veteran's Hall. Ten persons attended, including CAC members Carol Woods, Dennis Slaughter, Sam Olsen, Jay Greenwood, Roger Clawson, and Bill Jastram; Dorothy Lundahl was absent. Carol Woods was just appointed to the CAC and represents the Gresham Mall. Others attending were Dave Vargas and Jim Keller, representing the City of Gresham; and Jim McClure and myself, representing the Oregon Department of Transportation.

The meeting began with introductions and passing out project information packets. I acted as temporary chairman and will do so until a chairman is selected from the citizens advisory committee members.

Jim McClure discussed the value of all interests being represented on the CAC. Members noted where they live on an aerial photograph to illustrate neighborhoods represented.

Dave Vargas talked of the project's history and purpose. He demonstrated that a good east-west street pattern presently exists but that there is no good north-south route available, particularly one that has good access to the central business district. The general route planned for this project was stated to be the most reasonable route available because other possibilities have geographical or right-of-way problems and do not provide good access to the central business district. Vargas showed slides of the area and some of the background planning that has gone into this project. He also indicated that the route would be a possible access to a future light rail transit station.

Next Steve Crouch discussed the citizens advisory committee packet passed out earlier, stating that the CAC is expected to be a communication link between the community, the planners and the engineering staff. They will help to identify possible problems with the routing and assist in development of a satisfactory alignment and project features. The CAC will assist in two-way communications to relay opinions, criticisms and ideas of people who live and work in the area to ODOT; and from the other direction, will serve to keep the area informed of the project's progress. I indicated that I will be available to speak about the project before interested groups in the area.

Briefly discussing the project schedule, I indicated that a split in the project at Division Street is planned. It is hoped that the northerly portion of the project can be constructed first because right-of-way acquisition will be easier since most of the property is now in public ownership. I also mentioned that there is a possible future southerly extension of the project south of Powell Boulevard to Towle Road.

Another route that has been considered in the past is Main Street. That was rejected because the high school is on Main and there is considerable congestion. Main Street is well developed with residential and business usage. The street improvement would cause considerable disruption.

Hogan Road was another possibility but there would be adverse grades to be dealt with on that route and it has a bad intersection at Powell Boulevard. In addition, the central business district would be inadequately served.

The project development steps required are federal approval, which has been received, then preliminary plan development by the citizens advisory committee and a technical advisory committee. Next, a draft environmental impact statement is prepared. A public hearing will serve to display the project and receive testimony on the project alternatives. From that data, a project is selected, and a final environmental impact statement is prepared; then, all agencies involved are asked to approve the plans. Next, final design of the project is initiated and right-of-way acquisition starts. Finally, a contract is let and construction begins. The content of a draft environmental impact statement was discussed and the project funding was outlined.

Columbia Region Association of Governments set aside $2.5 million for the project; of that, $201,500 was set aside for preliminary engineering and project development. Federal funds are 86% or $172,800 of that money. The rest is financed by the City of Gresham. The federal funds involved came from the now-defunct Mt. Hood Freeway project and are called E-4 Transfer funds.

Next, an aerial photograph showing a tentative route was discussed. It came from planning done over the past eight years, primarily by Multnomah County. At this point, it is planned that all intersections including the railroad will be at grade. The expense of under or overcrossing structures for the project is beyond the range of money available.

Dave Vargas indicated that Gresham is probably the fastest growing area in the state and that an adequate street system is sorely needed. Vargas displayed the City Land Use Plan map developed by Gresham eight years ago. Jim Keller, City Planner from Gresham, discussed the map, noting that Multnomah County had originally planned a grid system for the area and Hogan Road and 202nd were planned as north-south arterials but were too far removed from the central business district. A north-south arterial serving the central business district through a relatively undeveloped area was the best solution and the 221st-223rd Avenue corridor fits that description.

Next, possible typical sections were displayed. All are four lane with a raised, landscaped or painted median area. They are contained within a total 80-foot right-of-way width. Varying lane widths, landscaping and possibly a bikeway are options.

It was indicated that the East Hill Church owns the fairgrounds area but has no specific development plans at this time. Vargas said that City Hall construction is now underway in the area north of the railroad and west of Eastman Avenue. They anticipate its completion in one and a half years.

Future meeting times were discussed and it was decided that we would continue on Thursday nights at 7:30 p.m., at least through January.

At the January 12, 1978, meeting we will consider selection of a chairman and features of a desired typical section for the project. The following additional information will be supplied at that meeting: the project request information, an urban area map, traffic analysis of the area and a zoning map. Copies will be available for each member.

SDC/ldo

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. R. Adams
L. S. Oseran
G. A. Potter
M. J. Klotz
J. D. McClure

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STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE

DATE: December 22, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Powell Boulevard-Fariss Road (Gresham)
N.W. 221st/223rd Avenue
Technical Advisory Committee Meeting
December 19, 1977

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FOR
Info Invest R/D D/R Sign Act File

An organizational technical advisory committee (TAC) meeting was held at the Metro office on December 19 with ODOT, Multnomah County and Gresham staffs for a general discussion of the project and its purpose.

Traffic volumes were discussed for the project. The 11,000 ADT shown in the project request does not reflect the potential population growth which is occurring in the service area. It appears the land use plans that are contained within the CRAG ITP model will require updating in order to develop representative traffic volumes for the project.

Various typical sections for the roadway were discussed for the project. The following sections should be sketched out for TAC review:

1) 70-foot curb-to-curb roadway width contained within an 80-foot right-of-way, including four travel lanes, left-turn median, 10-foot class II bikeway and 5-foot sidewalks as shown in the project request.

2) 80-foot right-of-way width with five traffic lanes, 4 or 5-foot combination bikeway/sidewalk along with 2 or 3-foot planted areas between the curb and the sidewalk.

3) Kruse Way-type typical section with planted median.

4) Multnomah County arterial street standard, 66-foot roadway, two 7-foot sidewalks within an 80-foot right-of-way.

NOTED
F. B. KLABOE

Illumination, planted medians versus paved medians (cost difference requested), along with possible cul-de-sacs on Fariss Road and First Avenue were discussed. The alignment for the project, originally laid out by Multnomah County, was used to establish the dedicated right-of-way between Fariss and Division streets, along with the 70-foot right-of-way (not dedicated) included in the development plans for the shopping center.

Coordination of this project and Tri-Met's LRT or bus station plans will be required. Documentation and history will be required to support the selection of the corridor shown in the project request. It was pointed out by the City representatives that the corridor selection has evolved over the past seven-year period.

It was felt by the committee that additional representation was needed on the citizens advisory committee (CAC), since the shopping center, Fairview area and citizens south of Powell Boulevard were not represented on the committee. The City will handle the additional representation.

A tentative schedule for the January 5 CAC meeting was discussed and laid out as follows:

1) Presentation by the City on the project's history and the purpose for the facility.

2) Presentation by ODOT on the role of the CAC.

3) Presentation of the general alignment for the facility shown on the aerial mosaic along with supportive features to the project, such as:

    a. Sketches of possible typical sections
    b. Discussion of project features and amenities
    c. Discussion of City Hall site plans
    d. Discussion of future development plans for the old fairgrounds' site

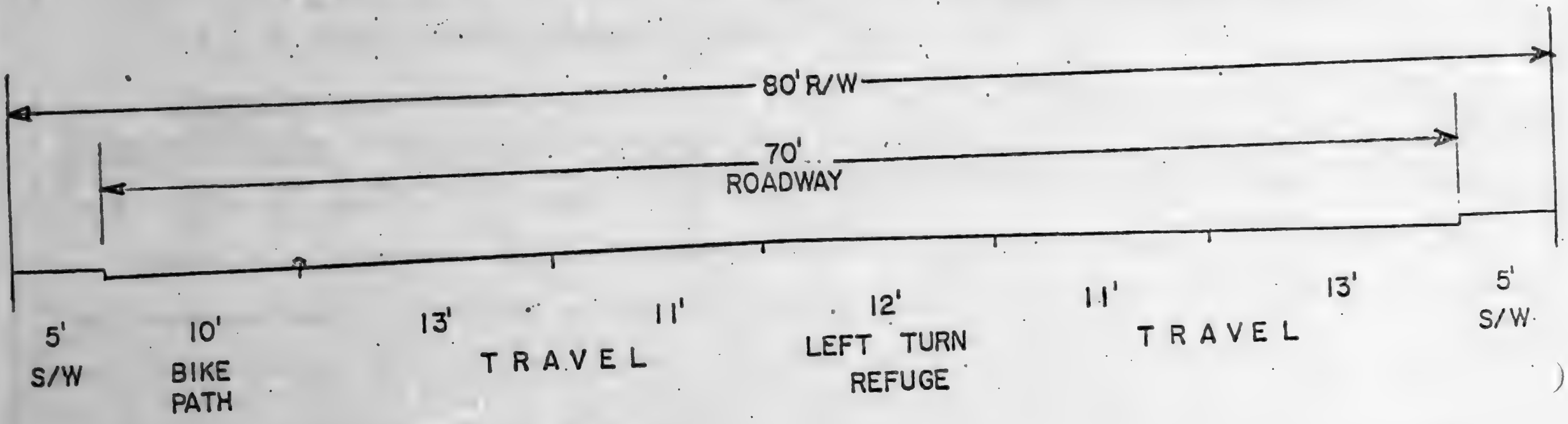
JDM/ldo

cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
E. L. Hardt
D. R. Adams
L. S. Oseran
G. A. Potter
M. J. Klotz
J. D. McClure
TAC Members

Section from Federal Aid Project Request

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 60' Travel Lanes 4 @ 11' - 13' Shoulders No
Medians A 10-12' painted left turn refuge Parking None
Curbed Yes Length Curb Radii to be determined
Sidewalk/Bikeway 5' sidewalk on each side. 10' wide bikeway protected from motorized traffic by curbing. Will be pavement widening
Remarks at major intersection to facillitate busses & right turn movement.


80' R/W
70'
ROADWAY
5'
S/W
10'
BIKE
PATH
13'
TRAVEL
11'
12'
LEFT TURN
REFUGE
11'
TRAVEL
13'
5'
S/W

ALIGNMENT

FOR PROPOSED 221st-223rd ST.

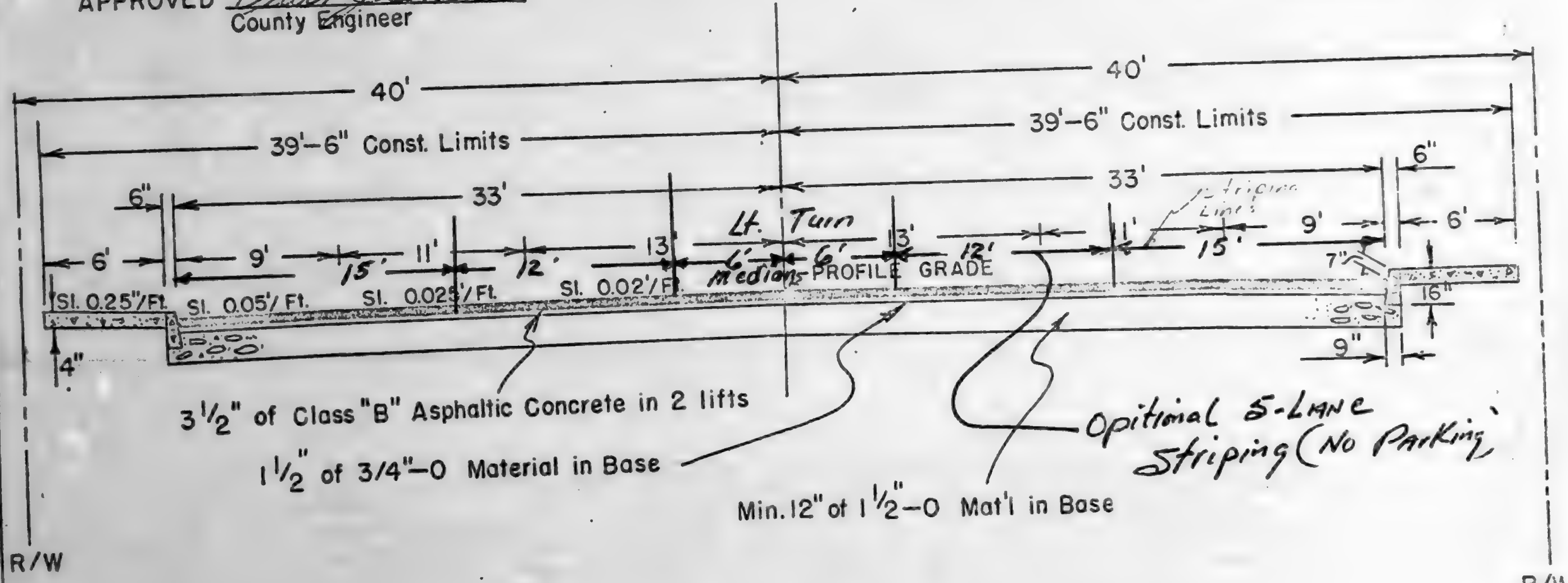
MULTNOMAH COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES

66 FOOT STANDARD ARTERIAL ROADBED

80 FOOT RIGHT-OF-WAY

DATE Dec. 5, 1977

APPROVED
County Engineer

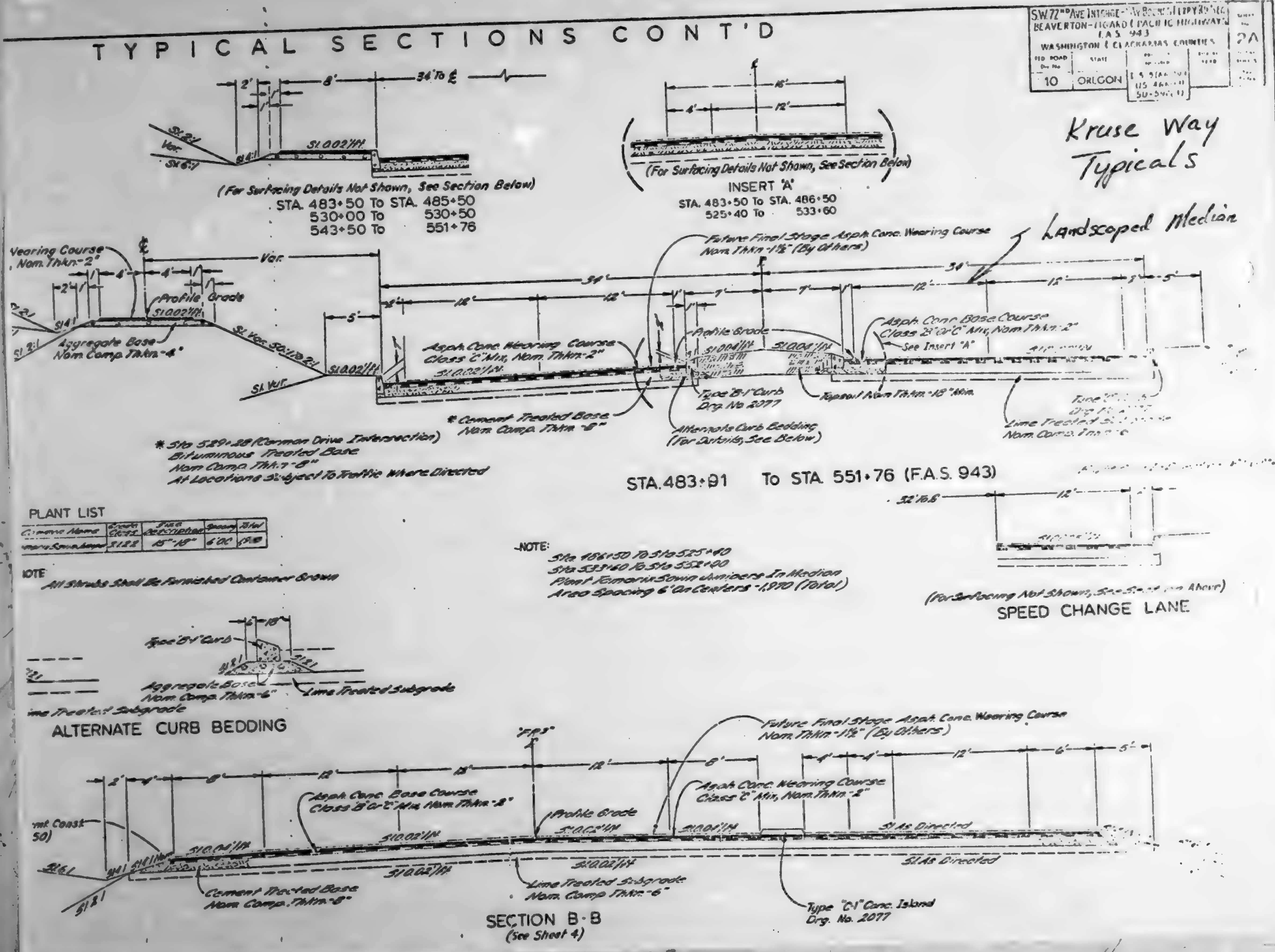

40'
40'
39'-6" Const. Limits
39'-6" Const. Limits
33'
33'
6"
6"
6'
6'
9'
9'
15'
15'
11'
11'
12'
12'
13'
13'
Lt. Turn
6'
6'
Medians
PROFILE GRADE
Striping Lines
7"
16"
9"
4"
Sl. 0.25"/Ft.
Sl. 0.05'/Ft.
Sl. 0.025'/Ft.
Sl. 0.02'/Ft.
3 1/2" of Class "B" Asphaltic Concrete in 2 lifts
1 1/2" of 3/4"-0 Material in Base
Min. 12" of 1 1/2"-0 Mat'l in Base
Opitional 5-Lane Striping (No Parking)
R/W
R/W

NOTE Top of Curbs to be rounded with 1" radius
on face, 1/2" radius on back

3000 lb. Truck mixed concrete in Curbs and Sidewalks

12V-12 /

TYPICAL SECTIONS CONT'D



S.W. 72ND AVE INTCHGE - [illegible]
BEAVERTON-TIGARD (PACIFIC HIGHWAY)
F.A.S. 943
WASHINGTON & CLACKAMAS COUNTIES
FED. ROAD DIV. NO.
10
STATE
OREGON
2A
Kruse Way
Typicals
Landscoped Median
2'
1'
8'
34' To ℄
Sl. 2:1
Var.
Sl. 6:1
Sl. 4:1
Sl. 0.02'/Ft.
(For Surfacing Details Not Shown, See Section Below)
STA. 483+50 To STA. 485+50
530+00 To 530+50
543+50 To 551+76
16'
4'
12'
(For Surfacing Details Not Shown, See Section Below)
INSERT 'A'
STA. 483+50 To STA. 486+50
525+40 To 533+60
Wearing Course
Nom. Thkn.-2"
℄
Var.
2'
4'
Profile Grade
Sl. 0.02'/Ft.
Sl. 2:1
Sl. 4:1
Aggregate Base
Nom. Comp. Thkn.-4"
Sl. Var. Sl. 2:1
Sl. Var.
5'
Sl. 0.02'/Ft.
34'
18'
12'
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Sl. 0.02'/Ft.
* Cement Treated Base
Nom. Comp. Thkn.-8"
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn.-1½" (By Others)
7'
7'
Profile Grade
Sl. 0.04'/Ft.
Sl. 0.04'/Ft.
Type "B-1" Curb
Drg. No. 2077
Alternate Curb Bedding
(For Details, See Below)
Topsoil Nom. Thkn.-18" Min.
34'
12'
15'
5'
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom. Thkn.-2"
See Insert "A"
Lime Treated Subgrade
Nom. Comp. Thkn.-6"
* Sta. 529+28 (Common Drive Intersection)
Bituminous Treated Base
Nom. Comp. Thkn.-8"
At Locations Subject To Traffic Where Directed
STA. 483+91 To STA. 551+76 (F.A.S. 943)
PLANT LIST
Common Name | Grade Class | Size Description | Spacing | Total
[illegible] Savin Juniper | 3122 | 15"-18" | 6' OC | 1,970
NOTE
All Shrubs Shall Be Furnished Container Grown
NOTE:
Sta. 486+50 To Sta. 525+40
Sta. 533+60 To Sta. 552+00
Plant Tamarix Savin Junipers In Median
Area Spacing 6' On Centers - 1,970 (Total)
32' To ℄
12'
(For Surfacing Not Shown, See Section Above)
SPEED CHANGE LANE
6"
18"
Type "B-1" Curb
Sl. 2:1
Sl. 2:1
Aggregate Base
Nom. Comp. Thkn.-6"
Lime Treated Subgrade
Lime Treated Subgrade
ALTERNATE CURB BEDDING
"F.A.S."
℄
2'
4'
8'
12'
12'
12'
8'
4'
4'
12'
6'
5'
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn.-1½" (By Others)
Asph. Conc. Wearing Course
Class "C" Mix, Nom. Thkn.-2"
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom. Thkn.-2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. As Directed
Sl. As Directed
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 6:1
Sl. 4:1
Sl. 2:1
Cement Treated Base
Nom. Comp. Thkn.-8"
Lime Treated Subgrade
Nom. Comp. Thkn.-6"
Type "C-1" Conc. Island
Drg. No. 2077
SECTION B-B
(See Sheet 4)

9400

2.

November 9, 1977

City of Gresham
City Hall
Gresham, OR 97030

Attention: Arnold R. Evans
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6184

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Fariss Road-Powell Boulevard (Gresham) Section Project of N. E. 223rd Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

9400 9-16-77 4

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9867(1)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 71444

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 '77
REFER TO Molhring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-16-77

FEDERAL ROUTE NUMBER FAU 9867

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Fariss Rd.-Powell Blvd. (Gresham) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering including utility preparatory work

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $201,500
F.F. $172,800
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-4-77, you are now authorized to proceed with all phases of preliminary engineering including preparatory work effective September 16, 1977.

DATE 9-16-77

SIGNATURE OF APPROVING OFFICIAL Valach

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9400

2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Mt. Hood Highway (Powell Blvd)-Fariss Road

DATE: August 16, 1977

The state has reviewed your project and reached the following conclusions:

8/18/77

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 1 Engr.
Dist. 2c Engr.
Aeronautics Div.
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

☒ XX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTED H.S. COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7707 2 790

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
AUG 22 '77
BEN GIFFORD
REFER TO
9-12-79
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
JUL 19 1977
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7707 2 790 **Due Date:** AUG 12 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☑ Effects, although measurable, would be acceptable.

☐ It has adverse effects.

☐ We are interested but require more information to evaluate the proposal.

☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC Aug 77 By

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Multnomah County's comprehensive plan and efforts to update the plan (i.e. the County's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the statewide land use goals, particularly the relationship between Goal #12 (Transportation) and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

EH:cg
8/1/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION
JUL 21 1977

PNRS STATE REVIEW

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- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Mt. Hood Hwy (Powell Blvd.)-Fariss Road Multnomah Co.
Prior to construction, if funded, a cultural resource survey should be conducted by professionals competent in the fields of history and archeology to assess impact to these resources within the project area.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUL 19 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW AUG 12 1977

Project #: 7707 2 790 Due Date: ______

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( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ

By Anthony J George Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

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(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please consult with our field staff regarding possible impacts on fish and wildlife resources. Jay Massey (Clackamas 657-2041) is responsible for fisheries and water quality in the area and Gene Herb (Forest Grove 357-2191) manages the wildlife resources.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 8/3/77

9400.

SUGGEST[illegible] LETTER FOR GOVERNOR'S CONSIDER[illegible]ION

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 5, 1977

The Honorable Brock Adams
Secretary of Transportation
U. S. Department of Transportation
400 - 7th Street, S.W.
Washington, D. C. 20590

Through: G. L. Green
Oregon Division Administrator
Federal Highway Administration

Dear Secretary Adams:

I request your approval to use Interstate transfer funds for four highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these four projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Enclosed are copies of resolutions adopted by the Columbia Region Association of Governments covering these requests.

The funding will be matched as follows:

		Federal Funds	Matching Funds
Park Place-Clackamas Community College (Oregon City Bypass)	P.E.	$292,500	$ 48,500
Fariss Rd.-Powell Blvd. (221st-223rd Ave., Gresham)	P.E.	172,800	28,700
Columbia Blvd.-Weidler St. (Union Ave., Portland)	P.E.	300,300	49,700
I-205-Boring Road (Highway 212)	P.E.	119,200	19,800

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds.

Sincerely,

Governor

RWS:sm

Enclosures

cc Columbia Region Association
of Governments

bc Robert A. Burco
Department of Transportation
(Ext. 6388)

F. B. Klaboe
H. S. Coulter ✓
R. N. Bothman
D. H. Moehring
L. W. Rulien

CRAG RESOLUTION

BD 770410

FOR THE PURPOSE OF ESTABLISHING PRIORITIES FOR INTERSTATE TRANSFER FUNDS PROJECTS UNDER CATEGORY III OF THE BOARDS PROCESS.

WHEREAS, through BD 761104 and BD 761205, the Board of Directors established three categories of projects under the Interstate Withdrawal and Transfer Process; and

WHEREAS, Category I monies have been allocated as follows: A total of $152,750,000 including $26,875,000 for the Sunset Corridor Transitway; $69,875,000 for the Banfield Transitway; and $56,000,000 for the Oregon City Transitway; and

WHEREAS, Category II monies through BD 761104 have been allocated as follows: A total of $16,004,600 including; $301,000 for the Burnside Bridge; $4,300,000 for S. E. Portland to the eastern boundary of I-205; $395,600 for S. E. 72nd Avenue; and $11,008,000 for Powell Blvd; and

WHEREAS, Cateogry III monies through BD 761205, BD 770202 and BD 770203 have been allocated as follows: #1. Columbia Blvd. at $522,138; #2.72nd/217 Interchange at $1,473,180; and #3. Broadway Bridge Resurfacing at $86,000; leaving an estimated balance of $32,250,000 to allocate under Category III; now therefore be it

RESOLVED, the Board of Directors establishes additional Category III project priorities and respective federal monies for each as follows:

Oregon City Bypass - $8,259,000

Conditions: Project should be designed so as to discourage development at intersections. Clackamas County should provide assurances to the CRAG Board that development on land adjacent to and south of highway will be controlled to insure highway will no be overloaded.

221st-223rd Avenue Gresham - $2,150,000

Conditions: In designing project, futher analysis of the need for four lanes should be conducted. Project should be designed to serve proposed terminus of Gresham Transit Corridor. An attempt to secure as much donated right-of-way as possible should be made.

Union Avenue, Portland - $3,870,000

Condition: Alternatives to replacing the railroad bridge at the northern end of project should be considered.

Highway 212 - Preliminary Engineering - $120,000

and be it futher

RESOLVED, the Board of Directors hereby finds: the projects are in accordance with the region's continuing, cooperative comprehensive planning process; are incorporated in the Transportation Improvement Plan and Annual Element; and hereby are given affirmative A-95 approval; and be it further

RESOLVED, the Board of Directors directs and authorizes the Executive Director to forward project applications to the Governor through his department of Transportation for his consideration and submission to USDOT and to take other action as necessary to carry out the purposes of this resolution.

ADOPTED By the Board of Directors this 28th day of April, 1977.

BY Larry Rice
Larry Rice, Executive Director

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 12, 1977

TO	Executive Department Federal Aid Coordination Unit	Columbia Region Association of Governments 527 S.W. Hall St. Portland, OR 97201
FROM	D. E. Swan Federal Aid Engineer	
SUBJECT	Notice of Intent for Federal Aid Funds State Admin. Dist. No. 2 Section: Mt. Hood Hwy. (Powell Blvd.)-Fariss Rd. Highway: FAU 9867, New Corridor County: Multnomah	

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 12, 1977.

BLG: ljt

Attachment

cc:
- G. L. Green
- H. S. Coulter
- F. E. Terpin
- J. B. Boyd
- R. E. Royer
- J. H. Versteeg
- Gary Potter
- R. W. Ellison
- E. L. Hardt, Reg. 1
- J. D. McClure, Dist. 2b
- Aeronautics Division
- Paul Hartwig, Parks
- B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] **APPLICANT** [45 Department of Transportation	46] **DIVISION** [79 Highway		
03	12] **APPLICANT ADDRESS** **STREET** [45 207 DOT Building	46] **CITY** [60 Salem	76] **ZIP** [80 97310	
04	12] **CONTACT PERSON** [45 D. H. Moehring	46] **AREA CODE** [48 503	49] **PHONE** [55 378	56] **EXTENSION** [59 6563
01	12] **PROJECT TITLE** [71 Mt. Hood Highway (Powell Blvd.)-Fariss Road			
11	12] **PROJECT LOCATION—CITY** FAU 9867 New Corridor Gresham	**PROJECT LOCATION—COUNTY** Multnomah	**PROJECT LOCATION** [79 SEC: 4 & 9 T: 1S R: 3E	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] This project would be an open access facility, consisting of four travel [71

07 12] lanes, a left-turn lane, sidewalk on both sides and a Class II bikeway. [71

08 12] [71

09 12] (See attached sheets) [71

10 12]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$2,150,000	--	--	$350,000	--	$2,500,000

13	12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45	46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79
14	12] **FEDERAL PROGRAM TITLE** [71 Title 23 U.S.C. Highways	
15	12] **FEDERAL AGENCY NAME** [45 U.S. Dept. of Transportation	46] **FEDERAL SUB-AGENCY NAME** [79 Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: June 12, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 August	43] DAY [44 12	45] YEAR [46 1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 7/12/77

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category 1 project of major significant environmental impact under Oregon Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
[✓ PROJECT]

MAJOR - S/G.
IX-9867(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Mt. Hood Highway (Powell Boulevard) —
Section Fariss Road
County Multnomah County
Highway New Corridor
Termini: M.P.(if appl)
Region I

Date May 27, 1977
Unit (if appl)
City Gresham
State Hwy. No.
Length 1.07 miles
Construction Estimate $2.5 million
Program Amount

B. Purpose of Project: To provide a major north/south arterial to improve access to east/west arterials and to the Banfield Freeway. The project is intended to help alleviate traffic congestion in the Gresham C.B.D., increase safety, and remove heavy traffic from existing north/south residential streets, including truck and through transit traffic.

C. Origin & History of Project: This project was first identified in a 1966 Central Business District study which was adopted as an element of the "Gresham Plan" in 1971. The project was amended as a part of the CRAG Metropolitan Transportation Plan and identified by Multnomah County and the east Multnomah County cities as a needed connection to east/west arterial streets. The project received a high recommendation from the Transportation Technical Advisory Committee of CRAG, a request for transfer funds by the CRAG, and unanimous approval at the CRAG Board level.

D. General Description of Project: As preliminarily identified, an open access facility is proposed consisting of four travel lanes, a left-turn lane, sidewalk on both sides, and a class II bikeway.

Alignment: New X Existing ____ Combined ____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes 4; Med. Yes; Shldrs. No; Parking ?

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____
Existing Level of Service ____

Proposed Facility: Projected ADT 11,000*; Yr. 1990
Projected Level of Service ____

*These are external trips only, and do not include local use. A complete ADT is not available at this time.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels ______
Yes, No

A minimum of 3 residences and 1 business.

Acres 10 ; Type of Relocation Req. Dislocation ; No. ______
(cont. Page 2A)

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined.

Type of Structure(s):

None are proposed.

Brief Description of River or Stream and Type of Involvement, if any:
The project would be drained through storm drainage systems into Johnson and Fairview creeks. The volume and velocity of runoff into these streams should increase slightly as a result of the project, in that a portion of the proposed alignment is presently very poorly drained. Water quality for these streams may also be affected slightly due to reduced natural filtration and the additional pollutants being washed from the roadway.

Local City, County or COG priorities of project:
A number one priority for Multnomah County for the use of Mt. Hood Freeway transfer money. See Section "C" of Part One for additional discussion.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

A) No Build.
B) In that this corridor is largely undeveloped, other corridor possibilities did not realistically compare in terms of costs and right-of-way impacts; hence, they were discarded very early in the planning for this project.

Other Descriptive Information or Comments:

A) The project provides for increased mass transit service and offers the possibility of locating a transit station next to the facility.
B) Several active projects within the East County area relate to this proposal:
    1) A light-rail connection from Gresham to I-205 and the Banfield Freeway. The proposed line would use the Portland Traction Line Corridor which crosses this project just north of Division Street.

(cont. Page 2A)

(Attach project sketch map.)

Right-of-Way (cont.)

The CRAG Board has placed a limit on right-of-way acquisition costs. No acquisition will be required from Burnside to Fariss Road or from Division to N.W. 12th Street. Thirty-nine feet of additional right-of-way is required from N.W. 12th to 900 feet north. The remainder of the project will require an acquisition of an 80-foot path.

Other Descriptive Information (cont.)

2) Burnside Connection. A proposal to widen Burnside Road from Mt. Hood Highway to Stark Street. This would provide a four-lane connection to the Banfield Freeway for Gresham traffic.

3) Gresham By-Pass. A limited access facility which would route through traffic on the Mt. Hood Highway south around Gresham.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed corridor is a relatively flat to gently rolling topography with sandy loam soils underlain by impervious alluvial cemented gravels. The natural drainage for the corridor is shared by the Johnson and Fairview creek basins. The proposed corridor would pass through a grassy, poorly drained, open space formerly used as a fairgrounds race track. Some blackberry thickets, scattered shrubbery, and mature trees are found in this area. South of this open space, between First Avenue and Powell Boulevard, the corridor passes through a residential area heavily landscaped with trees and shrubs. North of the old race track is predominantly industrial land use with some vacant, overgrown land adjacent to the corridor. The aforementioned fairgrounds open space provides habitat for birds, small rodents, etc., which would typically be found in an open field/hedge row setting.

2. Cultural: As one moves along the proposed alignment from south to north, residential land use is encountered between Powell Boulevard and First Avenue, open space between First Avenue and Division Street, and low intensity, developing, industrial use between Division and just south of Burnside Road. The corridor crosses a commercial strip along Burnside then approaches residential land use on its northern terminus at Fariss Road. The Central Business District of Gresham lies immediately east of the corridor between Powell and Division. Residential land use is found immediately to the west, also between Powell and Division, as well as to the east between Eighth Street and Burnside Road. Two schools and two churches are located adjacent to the project corridor (see map). No formal recreation lands are within the project area, however, several makeshift soccer/football fields have been developed in the race track area on a temporary use permit by the City of Gresham. Noise and air quality are probably commensurate with the described land use. Low flying aircraft on approach and departure patterns with Portland International Airport occasionally supplement the hum of urban and minor industrial noise. The principle emission source for both air pollution and noise for the area is motorized traffic. The little used Portland Traction Line crosses the corridor just north of Division Street and may eventually be used as a light-rail transit route.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:
   Preliminary investigation reveals that a minimum of 3 residential units will be dislocated at the southern terminus of the project and one industrial business located just north of Division Street will need to be modified or dislocated. Approximately 8-10 acres of vacant land will be required in addition to the above.
   (cont. Page 4A)

2. Estimated Impact on Traffic Patterns:
   A) Reduced north/south traffic in adjacent residential areas.
   B) Encourage some traffic currently using Powell Boulevard to use other east/west arterials.
   C) Reduced traffic congestion in the CBD area.
   (cont. Page 4A)

   Consequences--Air Quality, Noise, Safety, etc.:
   Immediate benefits in terms of air quality, traffic noise on residential streets, reduced congestion, improved transit service, and safety should occur. Long term and regional effects of the project will need further study to be determined.

3. Estimated Impact on Land Use:
   This project will largely support the planned, but explosive, growth in the Gresham area. It will encourage expansion of the CBD and may facilitate further residential development to the south of Powell Boulevard. Direct conversion of open space to transportation use will occur.

   Consequences:

4. Expected Impact on Natural Ecological Resources:
   Directly, the project will remove some open-field habitat (old fairgrounds race track) and may have a slight adverse impact on Johnson and Fairview creeks. Johnson Creek is a significant spawning stream for anadromous fish. The project may have an indirect impact on natural ecological resources by encouraging the development of existing agricultural and open space areas south of Powell Boulevard.
   Consequences:

5. Expected Impact on Cultural and Scenic Resources:
   The project will result in the loss of an open green space which is a desirable resource within an urban setting. The indirect impacts discussed in B-3 would also affect the cultural and scenic resources south of Gresham. A Cultural Resource Study will be required as the project may disturb previously undisturbed land.

   Consequences:

Right-of-Way Impacts (cont.)

The protection of the right-of-way has been a function of the Gresham Plan since its adoption in 1971, consequently, most potential impacts of right-of-way acquisitions are minimized.

Impact on Traffic Patterns (cont.)

D) The facility contributes to the potential for generating new traffic particularly south of Powell Boulevard.

E) The ~~facility would contribute toward improving transit~~ circulation and service.

F) The proposed facility may increase traffic on Fairview Avenue and for the city of Fairview, which is north of Gresham, en route to the Banfield Freeway.

6. Preliminary Identification of Areas of Critical Concern:

No specific areas identified.

7. Potential for Controversial Issues:

Possible noise impacts to adjacent residential areas. Possible adverse traffic impacts to the city of Fairview and land use along Fairview Avenue.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
The project should improve congested conditions in the immediate area, hence, improve air quality; however, the long term effects of possible traffic generation will need to be determined. An Indirect Source Permit will be required.

b. Noise Standards
Noise will be increased for residents along the corridor. A church and a presently unused school may also be affected. A Noise Study Report will be required. The project has the potential for increasing traffic noise in the city of Fairview.

c. Water Quality Standards
The project's effect on Johnson and Fairview creeks will need to be determined. It may be negligible.

d. Area Land Use and Transportation Plans, and Zoning
The project is consistant with city comprehensive planning and is a part of the CRAG Transportation Plan.

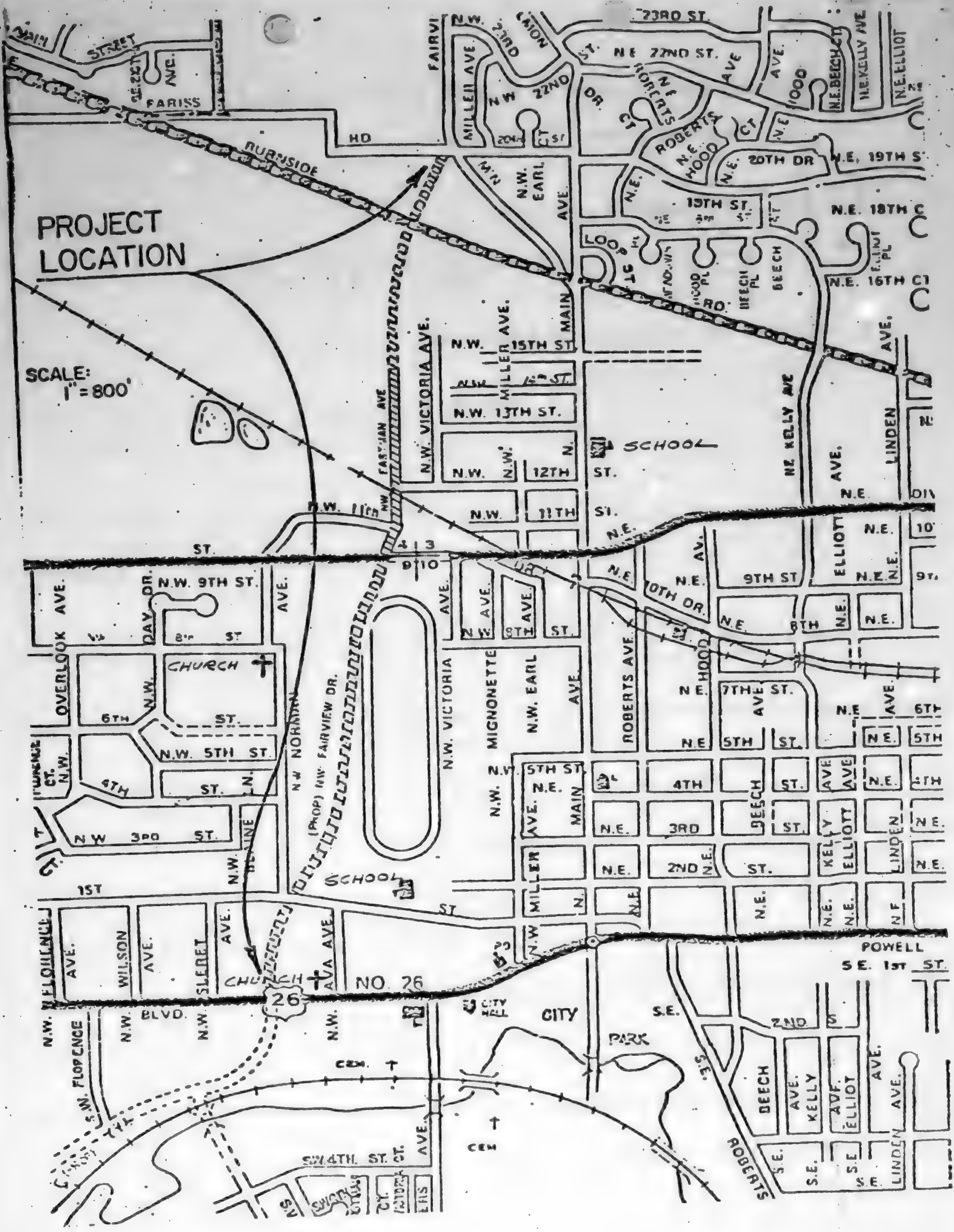
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------	------------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
X D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: X 1 ____ 2 ____ 3 ____ 4

Form (1)10-75


PROJECT LOCATION
SCALE: 1" = 800'
MAIN STREET
FARISS
BURNSIDE
RD
N.W. 23RD
UNION
FAIRVI
N.W. 22ND
MILLER AVE.
N.W. EARL AVE.
MAIN
23RD ST.
N.E. 22ND ST.
N.E. ROBERTS AVE.
HOOD
N.E. BEECH CT.
N.E. KELLY AVE
N.E. ELLIOT
ROBERTS
N.E. HOOD CT.
20TH DR
N.E. 19TH ST.
19TH ST.
N.E. 18TH
LOOP ST.
HOOD PL
BEECH PL
BEECH
ELLIOT PL
N.E. 16TH
RD.
N.W. 15TH ST.
N.W. 13TH ST.
N.W. 12TH ST.
N.W. 11TH ST.
FASTMAN AVE
N.W. VICTORIA AVE.
SCHOOL
N.E. KELLY AVE
ELLIOT
LINDEN
AVE.
N.E. 10TH DR.
9TH ST.
N.W. 9TH ST.
OVERLOOK AVE.
DAY DR.
8TH ST.
N.W. 8TH ST.
CHURCH
N.W. 6TH ST.
N.W. 5TH ST.
4TH ST.
N.W. 3RD ST.
FLORENCE CT. N.W.
N.W. NORMAN
(PROP.) N.W. FAIRVIEW DR.
N.W. VICTORIA
MIGNONETTE
N.W. EARL
ROBERTS AVE.
N.E. 7TH ST.
N.E. 6TH
N.E. 5TH ST.
N.E. 4TH
N.E. 3RD ST.
N.E. 2ND ST.
MAIN
MILLER
BEECH
KELLY
ELLIOTT
LINDEN
SCHOOL
1ST ST.
N.W. FLORENCE AVE.
WILSON AVE.
SLERET AVE.
AVA AVE.
CHURCH
NO. 26
26
N.W. BLVD.
CITY HALL
CITY PARK
POWELL
S.E. 1ST ST.
S.E. 2ND
S.W. FLORENCE
CEM.
CEM
S.W. 4TH ST.
ROBERTS
S.E. BEECH AVE.
KELLY AVE.
ELLIOT AVE.
LINDEN AVE.

9400

2

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: June 21, 1977

FROM: Gerald Wimer Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Mt. Hood Highway (Powell Blvd.)-
Fariss Road
New Corridor
Multnomah County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 1 project of MAJOR SIGNIFICANT action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region Metro R. N. Bothman
District 2 : John Sheldrake
Region Metro Geologist: Dan Gano
B. L. Gifford

Approved 6/20/77
Asst. State Hwy. Engr.

RECEIVED
STATE HWY ENGR
JUN 20 '77
REFER TO
FOR
Info Inve R/D D/R Sgn Act File

6-20-77 Original returned to Rulien w/att

81-125-1307

9400

L

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 14, 1977

In reply refer to: HA.1-OR

SUBJECT: Oregon Project IX-9867(-)
Powell Blvd.-Fariss Road Section
Mt. Hood Highway - PROJECT ASSESSMENT
Multnomah County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Hopkins' May 31, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Region 1, Markham)
ODOT (Laux)

RECEIVED
STATE HWY ENGR
JUN 15 '77
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

orig to

9400

bc: R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
L. W. Rulien
L. E. George
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
D. N. Harwell
George Bell
Max Klotz

DATE: June 9, 1977

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the June 21 meeting will be four requests for approval of Urban System Projects.

Gladstone is requesting a $50,000 traffic signal project at the intersection of Portland Avenue and Gloucester Street.

A $2,500,000 project to construct a major north-south arterial on 223rd Avenue is being requested by the City of Gresham.

Washington County's request is for a $494,000 project to widen and improve a 0.60 mile section of S. W. Greenburg Road.

A $1,753,000 project to replace the existing Oswego Creek bridge on the Oswego Highway is being requested by the State Highway Division. State will provide all the match funds for this project.

It is proposed that $2,150,000 in Interstate Transfer funds from the former Mt. Hood Freeway will be utilized for the Gresham project with the City of Gresham providing all of the $350,000 match funds. Federal Urban System funds for the other three projects is estimated at $1,975,420 with the State providing approximately $283,500 in match funds and $38,080 being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

GEZ:dmc
Attachments

CITY OF GRESHAM
Proposed Urban System Project

Fariss Road-Powell Blvd. (Gresham) Section
223rd Avenue, FAU 9867
Grade, Pave, Signals, Illumination, Signing and Striping
1.07 miles
$2,500,000

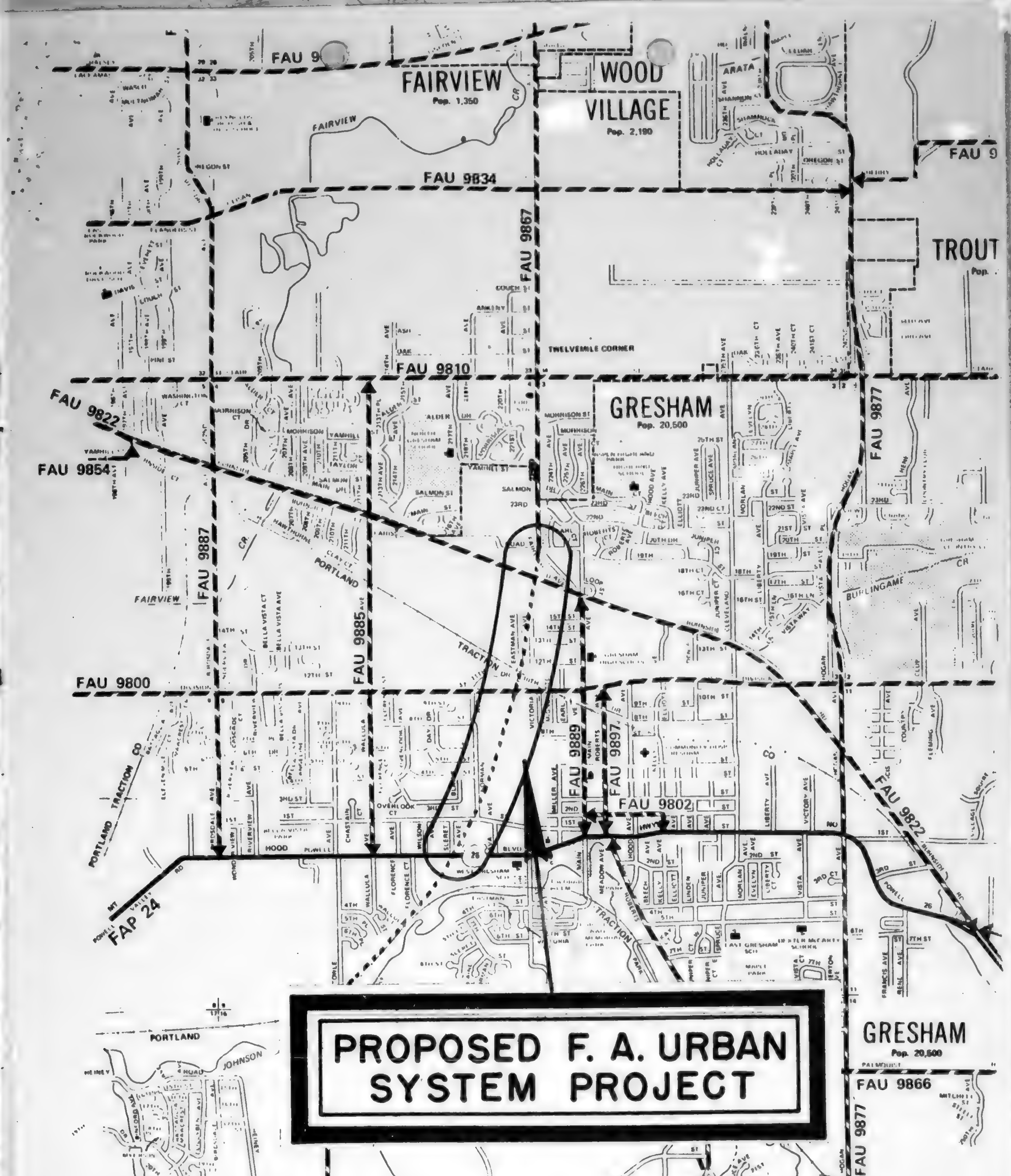
This project consists of constructing a new major north-south arterial to help alleviate traffic congestion, increase safety and remove heavy traffic from existing residential streets. Traffic signals will be installed on the new facility at Fariss Road, Burnside Road, Division Street, Fifth Street and Powell Boulevard.

Right-of-way will be acquired as a participating item of the project.

State will perform preliminary and construction engineering.

It is proposed that Interstate Transfer funds from the former Mt. Hood Freeway will be transferred to the Urban System for this project.

77e
6/9/77



PROPOSED F. A. URBAN SYSTEM PROJECT

FAIRVIEW
Pop. 1,350
WOOD
VILLAGE
Pop. 2,190
TROUT
Pop.
GRESHAM
Pop. 20,500
GRESHAM
Pop. 20,500
FAU 98
FAU 9
FAU 9834
FAU 9867
FAU 9810
FAU 9822
FAU 9854
FAU 9887
FAU 9885
FAU 9877
FAU 9800
FAU 9889
FAU 9897
FAU 9802
FAU 9822
FAU 9866
FAU 9877
FAP 24
TWELVEMILE CORNER
PORTLAND TRACTION CO
FAIRVIEW
BURLINGAME
PORTLAND
JOHNSON
BUTLER
HOOD
POWELL
BLVD
TRACTION
363

9400

2.

STATE OF OREGON **INTEROFFICE MEMO**

TO: L. W. RULIEN
Program Management Engineer

DATE: May 20, 1977

FROM: ROBERT N. BOTHMAN Robert Bothman
Asst. State Highway Engineer

SUBJECT: Project Requests for Programming:
Oregon City Bypass
221st/223rd Avenues, Gresham
Union Avenue, Portland
Highway 212

RECEIVED
DOT OPERATIONS
MAY 24 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The CRAG Board of Directors approved the subject projects for 103(e)(4) funding on April 28, 1977. The conditions placed on the projects by CRAG will be addressed in the project development process. Funding authorized in resolutions indicates federal participation.

Attached is a draft letter to Governor Straub requesting his concurrence on the subject projects and their transmittal to the Secretary of Transportation through ODOT and the Oregon division of FHWA for programming. A draft letter for the Governor's transmittal of the project requests is also attached.

The CRAG Board resolution authorizes preliminary engineering, right-of-way, and construction for the Oregon City Bypass, 221st/223rd Avenues, and Union Avenue projects. The Board resolution authorizes preliminary engineering only for the Highway 212 project. Programming for all four of these projects should be for preliminary engineering only, with programming for right-of-way and construction to follow pending completion of preliminary engineering.

A project request packet is attached for each of the projects, which includes:

1. The Federal Aid project request
2. The environmental assessment
3. The Authority for Survey
4. The project agreement checklist (to initiate the local jurisdiction agreement)
5. The CRAG Board resolution
6. The local jurisdictions' resolution(s)
7. Additional, supporting documentation

The project assessment attached for the Highway 212 project has been previously approved. In addition, this project has previously been circulated and received A-95 approval.

The project assessments have been submitted to Gary Potter for the Oregon City Bypass, 221st/223rd Avenues, and Union Avenue projects.

NOTED
F. B. KLABOE

These data and steps should complete the effort by the Metro section and provide the necessary input to result in an authority to proceed with the subject projects.

mb
attachments
cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg
G. A. Potter
J. B. Boyd

1981 NW Thurman St.-SW Columbia 9401
St. Sec. on city streets in Portland. (Gr., pav., sig.)

C+A 6791 11-30-78

C+A 2503 4/29/82

9401

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2-18-86

CITY: Portland AGREEMENT NO: 6791 PROJECT NO: IX-0000(8)(40)

CONTRACT NO: 9401 SECTION: NW Thurman St.-SW Columbia St. NW 14th & NW 16th Sts.

PRELIMINARY ENGINEERING (IX-0000(8) PREFIX NO. 326-1960 & 426-1927):

Project Manager	$ 1,693.00
Citizen Involvement	2.81
Work by City	52,942.89
Final Design	545.10
Bridge Section	1,790.23
Signing	4,599.68
R/W Liaison	119.26
Utility Liaison	63.00
Audit Expense	354.92
Reconnaissance & Hydrology	71.92
Program Section	232.44
Specifications	1,281.00
Environmental Section	1,500.96
TOTAL P.E. COST	$ 65,197.21

CONSTRUCTION (IX-0000(40) PREFIX NO. 326-1047 & 426-1032):

Payment to Contractor	$ 358,761.38
Interest on Final Payment (Non-Partic.)	12.50
SFO #1 Permanent Striping	3,784.40
SFO #3 Signal Controller Testing	5,150.00
SFO #4 Adjust Water Bureau Facilities	4,930.97
SFO #5 Install 18 Directional Signs	3,426.52
SFO #6 Modify Signals	2,859.22
SFO #8 Install Junction Boxes	3,610.19
SFO #9 Install Sign on Traffic Signal	597.22
SFO #10 Widen & Restrip Street (Non-Partic.)	8,355.02
SFO #11 Move Fire Hydrant & Meter Vault	1,507.18
Construction Engineering by City	51,923.93
Construction Engineering by State ($8.94 Non-Partic.)	2,842.29
Audit Expense ($281.78 Non-Partic.)	1,484.73
Program Section	112.11
Salem Lab	591.62
Portland Lab	402.77

Eugene Lab	42.02
Technical Services	1,547.44
Construction Section	515.30
TOTAL CONSTRUCTION COST	$ 452,456.81

SUMMARY:

TOTAL P.E. COST	$ 65,197.21
TOTAL CONST.	452,456.81
TOTAL PROJECT COST	$ 517,654.02
LESS FEDERAL FUNDS:	
P.E.	$ (55,919.65)
CONST.	(377,228.78)
LESS CREDIT FOR WORK BY CITY:	
P.E.	$ (7,533.77)
CONST.	(7,788.59)
LESS ADVANCE DEPOSITS:	
10-16-81	$ (50,920.00)
11-09-81	(7,730.00)
06-28-83	(13,700.00)
REFUND DUE CITY	$ 3,166.77

GEZ:bkb
cc: J. Peterson
W. Schulte
LPG Files

9401

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

TE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION 8-22-85

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg. - Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 9-18-81
TO 12-20-83

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-0000(40)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772 51,923.93	51,923.93	85%	44,135.34	44,135.34	0.00
772 400,532.88	391,874.64	85%	333,093.44	333,093.44	0.00
452,456.81	443,798.57	85%	377,228.78	377,228.78	0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	8/22/85	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. Thurman St.-S.W. Columbia St. (Portland) Section City Street (N.W. 14th/16th and S.W. 13th/14th)					
	Construction					
	Type Code Y008					
	Channelization					
	Final Contract Payment Summary		Lump Sum		$148,522.14	
SFO	#1 Permanent Pavement Striping (City of Portland)		All Required		3,784.40	
SFO	#4 Adjust water bureau facilities (City of Portland)		All Required		4,930.97	
SFO	#5 Install 18 directional signs (City of Portland)		All Required		3,426.52	
SFO	#8 Install sidewalk junction boxes (City of Portland)		All Required		3,610.19	
SFO	#11 Move fire hydrant and meter vault (City of Portland)		All Required		1,507.18	
	Total Participating Type Code Y008				$165,781.40	
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary		Lump Sum		222,839.24	
SFO	#3 Signal Controller Testing (State)		All Required		5,150.00	
SFO	#6 Modify signals to new traffic flows (City of Portlnad)		All Required		2,859.22	
SFO	#9 Install a sign on traffic signal (City of Portland)		All Required		597.22	
	Total Participating Type Code Y031				231,445.68	
	Total Participating Construction Cost				397,227.08	
	Construction Engineering					
	Work by the City of Portland		All Required		51,923.93	
	State		All Required		6,044.61	
	Liquidated Damages		Lump Sum		(12,600.00)	
	Total Participating Construction Engineering				45,368.54	
	Misc. Project Cost					
	Audit Expense		All Required		1,202.95	
	Total Participating Project Cost				443,798.57	
	Nonparticipating Project Cost					
	Interest on Final Payments		All Required		12.50	
SFO	#10 Widen street, remove part of a concrete island and re-stripe street (City of Portland)		All Required		8,355.02	
	Audit Expense		All Required		281.78	
	Construction Engineering		All Required		8.94	
	Total Nonparticipating Project Cost				8,658.24	
	Total Project Cost				452,456.81	
	Prepared based on Participating Project Costs as shown on the Federal Billing as of 7-3-85					
	AMOUNT CARRIED FORWARD					

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                          326  1046   985   00 P 1                                      5.12          127.98    82   85
                          326  1046   985   00 P 8                                      5.12CR                  82   85
                                      TOT   P1                                      5,046.83    1,331,048.62
                                      TOT   P8                                      3,255.24CR         64.81
                                      TOT   N1                                        923.45       17,040.19
                                      TOT   N8                                         35.13CR          1.72
                                   ** JOB TOTALS **                        **       2,679.91 ** 1,348,155.34 **

                                                                                                            STATE
NW THURMAN ST-SW COL ST   CONT NO 9401 * FA PROJ NOS X10 0000040 100
                          326  1047   201   00 P 1  Pay Cont                                      358,761.28    82   83
                          326  1047   206   00 N 1  Interest                                          12.50     83   83
                          326  1047   220   10 N 1  SFO#10                                         8,355.02     83   83
                          326  1047   270   01 P 1  SFO#1                                          3,784.40     83   83
                          326  1047   270   03 P 1  SFO#3                                          5,150.00     83   83
                          326  1047   270   05 P 1  SFO#5                                          3,426.52     83   83
                          326  1047   270   06 P 1  SFO#6                                          2,859.22     83   83
                          326  1047   270   08 P 1  SFO#8                                          3,610.19     83   83
                          326  1047   270   09 P 1  SFO#9                                            597.22     83   83
                          326  1047   285   04 P 1  SFO#4                                          4,930.97     82   83
                          326  1047   285   11 P 1  SFO#11                                         1,507.18     83   84
                          326  1047   295   00 N 9  Tr. City                                      72,350.00     81   84
                          326  1047   296   00 N 9  " St                           52.32CR       405,443.44CR   81   85
                          326  1047   298   00 N 9  " Fed                          52.32         333,093.44     82   85
                          326  1047   900   00 P 1  Const. Engr.                                   2,465.79     81   83
                          326  1047   915   00 P 1  Audit                          64.37           1,202.95     82   85
                          326  1047   915   00 N 1  "                                                281.78     84   84
                          326  1047   920   00 P 1  Prog. Sec.                                       112.11     81   82
                          326  1047   940   00 P 1  Salem Lab.                                       591.62     82   84
                          326  1047   941   00 P 1  Portland Lab                                     402.77     82   83
                          326  1047   942   00 P 1  Eugene Lab                                        42.02     82   82
                          326  1047   944   00 P 1  Technical Services                             1,547.44     81   83
                          326  1047   945   00 P 1  Const Sec.                                       515.30     81   83
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985       PAGE  367
                                                                             FISCAL       GRAND TOTAL     ACTIVE YRS
      DESCRIPTION              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE     TO DATE       BEG   END
                          326  1047     948   00 P 1  Const Engr.                8.19          367.56     82    85
                          326  1047     948   00 N 1  "     "                                    8.94     83    83
                                        TOT   P1                                72.56      391,874.64
                                        TOT   N1                                            8,658.24
                                     ** JOB TOTALS **                  **       72.56  **  400,532.88 **

                                                                                                          STATE
W BURNSIDE @ SW TICHNER   CONT NO 9403   FA PROJ NOS X10 9326008 100 X10 9326008
                          326  1048     201   00 P 1                         68,640.59      333,164.34     82    84
                          326  1048     201   00 P 2                         68,640.59CR    134,539.41     82    84
                          326  1048     203   00 P 1                                          6,150.00CR   82    83
                          326  1048     204   00 P 1                                          7,000.00CR   82    83
                          326  1048     270   01 P 1                                          1,208.90     83    83
```

B01
BILLING NUMBER 51

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/30/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1026	1#	XI -000C-014 APPR-823	645,022.47	758,849.96	758,849.96	85.00	645,022.47	645,022.47		
326-1027	1#	XI -000C-016 APPR-823	129,310.26	152,423.09	152,129.72	85.00	129,310.26	129,310.26		
326-1028	1#	XI -9823-001 APPR-823	118,963.48	141,678.86	139,957.04	85.00	118,963.48	118,963.48		
	2#	XI -9699-002 APPR-823	114,239.69	135,330.14	134,399.63	85.00	114,239.69	114,239.69		
326-1028		PREFIX TOTALS	233,203.17	277,009.00	274,356.67		233,203.17	233,203.17		
326-1029	1#	XI -9326-004 APPR-823	44,724.33	53,883.24	52,616.86	85.00	44,724.33	44,724.33		
326-1032	1	XI -9793-003 APPR-823	4448,950.00	4824,314.91	4814,993.95	85.0	4092,744.86	4092,744.36		
326-1034	1#	XI -9956-007 APPR-823	214,316.77	252,146.36	252,137.38	85.00	214,316.77	214,316.77		
326-1035	1#	XI -9956-007 APPR-823	7,381.62	8,684.26	8,684.26	85.00	7,381.62	7,381.62		
326-1036	1#	SOS -2602-002 APPR-680	133,885.31	153,311.16	151,831.83	88.18	133,885.31	133,885.31		
	2	0000-0000-000 APPR-000								
326-1036		PREFIX TOTALS	133,885.31	153,311.16	151,831.83		133,885.31	133,885.31		
326-1037	1#	XI -000C-017 APPR-823	438.03	515.33	515.33	85.00	438.03	438.03		
326-1039	1#	X10 -0000-038 APPR-772	463,094.01	541,152.88	544,816.48	85.00	463,094.01	463,094.01		
	2#	XI -0000-038 APPR-823	433,663.36	510,192.19	510,192.19	85.00	433,663.36	433,663.36		
326-1039		PREFIX TOTALS	896,757.37	1051,345.07	1055,008.67		896,757.37	896,757.37		
326-1040	1#	X10 -9956-011 APPR-772	96,882.81	120,270.11	113,979.78	85.00	96,882.81	96,882.81		
326-1041	1*	X10 -9877-003 APPR-772	225,241.21	276,557.04	264,989.66	85.00	225,241.21	225,241.21		
326-1043	1	X10 -9926-007 APPR-772	1414,253.00	1560,942.59	1560,414.49	85.00	1326,352.32	1326,353.79		1 47-
	8	X10 -9926-007 APPR-772	90,270.00	8,315.38	8,288.67	85.00	7,045.37	7,045.37		
326-1043		PREFIX TOTALS	1504,523.00	1569,257.97	1568,703.16		1333,397.69	1333,399.16		1.47-
326-1044	1	X10 -000C-022 APPR-772	390,000.00	426,468.41	426,468.41	85.00	362,498.15	362,498.33		.18-
326-1046	1	X10 -9867-005 APPR-772	1139,544.00	1348,088.81	1331,048.62	85.00	1131,391.33	1131,391.33		
	8	X10 -9867-005 APPR-772	15,228.00	66.53	64.81	85.00	55.09	55.09		
326-1046		PREFIX TOTALS	1154,772.00	1348,155.34	1331,113.43		1131,446.42	1131,446.42		
326-1047	1	X10 -0000-040 APPR-772	340,544.66	400,532.88	391,874.64	85.00	333,093.44	333,093.44		

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                            FISCAL         GRAND TOTAL     ACTIVE YRS
  DESCRIPTION                    PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE    TO DATE        BEG    END

                                                                                                            STATE
REPLACE CONTROLLERS-10 LOCATI CONT NO     * FA PROJ NOS XI  000C017 100                     47,022.92CR     81     83
                                426   1023     598      00 N 9                              47,022.92       81     83
                                426   1023     903      01 P 1                              47,022.92
                                               TOT      P1                                  47,022.92CR
                                               TOT      N9
                                          ** JOB TOTALS **              **            **               **

                                                                                                            STATE
POWELL BLVD PARKING LOT        CONT NO    * FA PROJ NOS XI  0024024 100                      6,439.20CR     81     83
                                426   1028     598      00 N 9                               6,439.20       81     82
                                426   1028     903      00 P 1                               6,439.20
                                               TOT      P1                                   6,439.20CR
                                               TOT      N9
                                          ** JOB TOTALS **              **            **               **

                                                                                                            STATE
ARTERIAL ST LIGHT CONVERSION   CONT NO    * FA PROJ NOS X10 0000027 100                    747,135.50       81     32
                                426   1030     210      01 P 1                             776,517.79CR     81     32
                                426   1030     598      00 N 9                              29,382.29       81     82
                                426   1030     903      00 P 1                             776,517.79
                                               TOT      P1                                 776,517.79CR
                                               TOT      N9
                                          ** JOB TOTALS **              **            **               **

                                                                                                            STATE
N COL HY-N PRTLD RD CONST      CONT NO    * FA PROJ NOS X10 9956011 100                     18,879.08CR     82     82
                                426   1031     598      00 N 9                              18,879.08       82     82
                                426   1031     903      00 P 1                              18,879.08
                                               TOT      P1                                  18,879.08CR
                                               TOT      N9
                                          ** JOB TOTALS **              **            **               **

                                                                                                            STATE
NW THURMAN-SW COLUMBIA         CONT NO      FA PROJ NOS X10 0000040 100       439.09CR      44,135.34CR     82     85
                                426   1032     598      00 N 9                439.09        44,135.34       82     85
                                426   1032     903      00 P 1                439.09        44,135.34
                                               TOT      P1                    439.09CR      44,135.34CR
                                               TOT      N9
                                          ** JOB TOTALS **              **            **               **

                                                                                                            STATE
W BURNSIDE@SW TICHNER          CONT NO      FA PROJ NOS X10 9326008 100     3,214.71CR      84,421.85CR     82     84
                                426   1033     598      00 N 9              3,214.71        84,421.85       82     84
                                426   1033     903      00 P 1        .15      32.77CR            .15       84     85
                                426   1033     920      00 P 1        .15   3,181.94        84,422.00
                                               TOT      P1                  3,214.71CR      84,421.85CR
                                               TOT      N9
                                          ** JOB TOTALS **        .15   **     32.77CR**          .15  **
```

B01
BILLING NUMBER 51

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06 30 85

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
426-1029 1# SOS -2600-001				100.00				
APPR-680								
9#								
426-1029 PREFIX TOTALS								
426-1030 1# X10 -0000-027	776,517.79	776,517.79	776,517.79	100.00	776,517.79	776,517.79		
APPR-772		776,517.79-						
9#								
426-1030 PREFIX TOTALS	776,517.79		776,517.79		776,517.79	776,517.79		
426-1031 1# X10 -3956-011	18,879.08	18,879.08	18,879.08	100.00	18,879.08	18,879.08		
APPR-772		18,879.08-						
9#								
426-1031 PREFIX TOTALS	18,879.08		18,879.08		18,879.08	18,879.08		
426-1032 1 X10 -0000-040	44,135.34	44,135.34	44,135.34	100.00	44,135.34	44,135.34		
APPR-772		44,135.34-						
9								
426-1032 PREFIX TOTALS	44,135.34		44,135.34		44,135.34	44,135.34	.15 B	
426-1033 1 X10 -9326-008	84,421.85	84,422.00	84,422.00	100.00	84,422.00	34,421.85		
APPR-772		84,421.85-						
9							.15	
426-1033 PREFIX TOTALS	84,421.85	.15	84,422.00		84,422.00	84.421.85		01
426-1034 1 X10 -9877-003	35,548.45	35,548.45	35,548.45	100.00	35,548.45	35,548.44		
APPR-772		35,548.44-						
9*								01
426-1034 PREFIX TOTALS	35,548.45	.01	35,548.45		35,548.45	35.548.44		
426-1035 1# X10 -9880-002	77,258.15	77,258.15	77,258.15	100.00	77,258.15	77,258.15		
APPR-772		77,258.15-						
9#								
426-1035 PREFIX TOTALS	77,258.15		77,258.15		77,258.15	77,258.15		
426-1036 1# XI -9699-005	84,666.52	84,666.52	84,666.52	100.00	84,666.52	84,666.52		
APPR-823		84,666.52-						
9#								
426-1036 PREFIX TOTALS	84,666.52		84,666.52		84,666.52	34,666.52		
426-1037 1 X10 -000C-024	44,000.00	43,356.21	43,356.21	100.00	43,356.21	43,356.21		
APPR-580		43,356.21-						
9								
426-1037 PREFIX TOTALS	44,000.00		43,356.21		43,356.21	43,356.21		

9401

rll

cc: OSHD Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12/19/83	REPORT MADE BY 12-19-83 Thomas P. Lowe, Area Engineer		PROJECT NO. IX-0000(40)
COMPLETION DATE 11/5/82	ACCEPTANCE DATE BY CONTRACT AGENCY 7/20/83	TIME ELAPSED 130 %	CONTRACT TIME 275 days
APPROVED EXTENSIONS ------------	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NW THURMAN - SW COLUMBIA STREET
NW 14/16 & SW 13/14

This project was constructed to reduce through industrial traffic in the residential area south of Lovejoy Street along the 18/19th one-way couplet. The work consisted of intermitten channelization requiring grading, drainage and high type pavement and traffic signals at eight intersections.

The contractor used 359 days to complete the work. The contract allowed 275 days. Liquidated damages are being charged for 84 days at $150/day. Total liquidated damages is over $12,600.

Final costs are $434,937. The original authorization was $436,038.

RECEIVED
STATE HWY ENGR
DEC 21 '83
REFER TO Klassy
FOR
Info | Intes | R/D | D R | Sign

CY 12/22

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE		SIGNATURE Glenn K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer
TITLE Area Engineer	DATE 12/20/83	TITLE Field Operations Engineer DATE 12/20/83

Previous Editions of PR-33E Will Not Be Used.

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

9401

5

August 10, 1983

Rathbone, King and Seeley
1 S. W. Columbia
Portland, OR 97201

COM 5
#9401

Gentlemen:

Contract No. 9401 awarded to Tice Electric Company for work on N. W. Thurman St.-S.W. Columbia St. (Portland) Section in Multnomah County was completed on May 20, 1983, and accepted by the State Highway Division on July 20, 1983.

Final payment in the amount of $500 will be released to the contractor after August 15, 1983. The total contract amount is $358,761.38 including $6,735.64 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Tice Electric Company
PO Box 15009
Portland, OR 97215

Fred S. James & Co.
111 SW Columbia
Portland, OR 97201

bc C. T. Kessey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Ed Hardt

9401

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files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

8-1-83

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Baker Redi-Mix, Inc. No. 9389	7th St.-12th St. (LaGrande) Union County	July 1, 1983
A & R Const., Inc. dba L.A.C.O. Construction No. 9543	Malheur River (Lytle Blvd) Bridge (Vale) Malheur County	July 8, 1983
Fabricators, Inc. No. 9480	Port Orford-Cape Sebastian Curry County	July 8, 1983
W. R. Grasle Co. No. 9530	Pac. Hwy. E. @ N. Marine Dr. (Portland) Multnomah County	July 11, 1983
Hamilton Electric, Inc. No. 9528	Beltline Hwy. @ Green Hill Rd. Lane County	July 18, 1983
Cascade Const., Inc. No. 9476	Arterial St. Overlay (Portland) Multnomah County	July 20, 1983
Tice Electric Co. No. 9401	NW Thurman St.-SW Columbia St. (Portland) Multnomah County	July 20, 1983
Holst Construction Co. No. 9542	Sycan River (Drews Rd.) Bridge Klamath County	July 20, 1983

August 1, 1983 CT Deasey

for W. E. Schwartz, P.E.
Asst. State Highway Engineer

9401

June 13, 1983

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street & Structural Engineering
Room 802, 1120 S.W. Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

RE: Additional Work on
N.W. Thurman St.-S.W. Columbia St.

The FHWA has declined to participate in the work associated with realigning N.W. 14th Avenue from N.W. Johnson Street to N.W. Kearney Street (Force Order No. 10 & 11). The estimated cost of the non-participating work is $13,700.

Please increase your deposit in the Local Government Investment Pool by $13,700.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

GEZ:pf

bcc w/AD # 83-40: Jon Rose, Metro Region
V. E. Skoog - Please return completed AD # 83-40 when advance deposit is made.

6-28-83
LGIP $13,700
G

9401

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U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-0000(40)
NW Thurman St.-SW Columbia St. (Portland)
City Streets
Order for Force Work No. 10

Date: May 11, 1983

Reply to Attn. of: HFO.1-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Keasey's May 3 memorandum requests our participation in removal of certain traffic diversion elements which were constructed under this project. The diversion elements were installed to discourage through traffic on certain streets. Local businesses complained about the diversion elements and the City Council directed they be removed.

I decline to commit Federal funds for the removal of the subject traffic diversion elements.

Also, Mr. Keasey requests our participation in realigning 14th Avenue to accomodate the blockage of one lane of traffic by parked trucks. I decline to authorize Federal funds to accomodate the use of public right-of-way by private interests.

G.K. Hassner
for Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (D E Swan)
OSHD (G Potter)

cy [illegible] 5/24

RECEIVED
STATE HWY ENGR
MAY 24 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9401

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NW Thurman Street - SW Columbia (Portland)

WEEK ENDING: 5-7-83

SECTION PREFIX: 326-1047

HIGHWAY: City Streets (NW 14/16 & SW 13/14)

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, Paving & Signals

CONTRACTOR: Tice Electric Company

CONTRACT NUMBER: 9401

FEDERAL AID PROJECT NUMBER: IX-000040

DATE OF CONTRACT: 10-28-81

DATE WORK STARTED: 1-11-82

ESTIMATED COMPLETION DATE: 11-5-82

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS: N/A

WORK DAYS USED: N/A

SPECIFIED CALENDAR DAYS: 275

CALENDAR DAYS USED: 359

SPECIFIED COMPLETION DATE: N/A

PERCENT OF TIME ELAPSED: 131%

PROJECT AUTHORIZATION: $436,038.63

EXCLUSIVE OF ENGINEERING: $401,463.06

ENGINEERING AUTHORIZATION: $34,575.57

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $396,500.00

ENGINEERING COST TO DATE: $53,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103%

ESTIMATED PERCENT: XXXXXX UNDERRUN 1 %

PERCENT OF AUTHORIZATION: 153 %

DATE PROJECT WAS COMPLETED: 11-5-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Signals	Roadwork
N/A					N/A	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Pt.Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

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MAY 11 1983
CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	" "
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	" "

REMARKS

State to test sprinkler system on Tuesday of next week.

SIGNED Bill Korsal LOCATION City of Portland

FOR Brett I. Kesterson
Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9401 5-5-83 8

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(40)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 90023
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/28/83
8. FEDERAL ROUTE NUMBER Various FAU Routes
9. STATE ROUTE NUMBER City Streets
10. GENERAL LOCATION: NW Thurman Street - SW Columbia Street
11. GENERAL DESCRIPTION OF WORK: Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, this will confirm as requested by Mr. Swan's letter of 4/28/83, the advance approval date of 4/28/83 to proceed with the actual adjustments of the City of Portland, Bureau of Water Works water facilities on an actual cost basis estimated to be $1,672 Federal Funds $1,412.

I approve the agreement with the City of Portland, Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG'R
MAY 16 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

[illegible] 5/18

14. DATE 5/5/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9401

8

S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | [illegible] | File

April 28, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Water Facilities Relocation
Bureau of Water Works, City of Portland
N.W. Thurman St.-S.W. Columbia St. (Portland) Section
City Streets (N.W. 14th/16th & S.W. 13th/14th)
Multnomah County
Project No. IX-000(40)

Here is a copy of an estimate of cost to adjust the Bureau of Water Works' facilities dated April 6, 1983, and a sketch showing their proposed relocation.

A certification prepared by Brett Kesterson, City of Portland Bureau of Street and Structural Engineering, as to the Bureau of Water Works' rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as these are City facilities on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

8

There will be no betterment derived from the proposed adjustment of the Bureau of Water Works' facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 28, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,672. This work will be covered by OFW #11.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Brett Kesterson
Gary Kennen

9401

April 28, 1983

RECEIVED
TECHNICAL SERVICES
MAY 3 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
Bureau of Water Works, City of Portland
N.W. Thurman St.-S.W. Columbia St. (Portland) Section
City Streets (N.W. 14th/16th & 13th/14th)
Multnomah County
Project No. IX-0000(40)

NOTED
S. HUNTER

Confirmation of your verbal authorization for the City of Portland's Bureau of Water Works to proceed with the relocation of their water facilities in conflict with this project as of April 28, 1983 is requested. An estimate of cost has been received from the Bureau of Water Works in the amount of $1,672. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost. The work will be covered by OFW #11.

Advanced authorization date of
April 28, 1983 is approved

C T Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Brett Kesterson
Gary Kennen
Pete Gonzalez

RECEIV
MAY 0[illegible] 19[illegible]
RR & UTILITY UNIT

9401

1-P

DER FOR FORCE WOR

ORDER No. 11

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland: Water Bureau CONTRACT No. 9401
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME NW Thurman St-SW Columbia St (Portland) DATE April 6, 1983

HIGHWAY City Streets (NW 14/16, SW 13/14) FAP No. IX-0000(40)

COUNTY Multnomah PREFIX 326-1047 FUNCTION 285-11

DESCRIPTION OF WORK TO BE DONE:

Move fire hydrant and meter vault.

LOCATION BY STATION NUMBERS:

NW 14th and Kearney Street.

ESTIMATE OF QUANTITIES & COSTS:

Material:	$ 244.29	
Labor:	891.04	
Equipment:	279.00	
Engineering:	39.24	
~~Permits:~~	~~40.00~~	
Subtotal	1,493.57	
15% Overhead:	~~224.04~~	218.04
TOTAL:	~~$1,717.61~~ $ 1671.61	

EXPLANATION:

This work will be done in conjunction with S.F.O. #10.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 436,038.63
Present estimate of costs including work under this Force Order	$ 449,043.41
Estimated Overrun Underrun Amount	$ 13,004.78
Estimated Overrun Underrun Percent	3.0%

SUBMITTED BY: Brett I. Kesterson

TITLE: Brett I. Kesterson, Project Manager

APPROVAL RECOMMENDED:

TITLE: Utility Relocation Coordinator

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: Duane O. Christensen 5/17/8-
for Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

DS 5-18-83

ER FOR FORCE WOR

1-N

Redistributed for coding
5-24-83 ps.

ORDER No. 10

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Portland: Bureau of Maintenance CONTRACT No. 9401
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME NW Thurman St-SW Columbia St (Portland) DATE April 6, 1983

HIGHWAY City Streets (NW 14/16, SW 13/14) FAP No. IX-0000(40)

COUNTY Multnomah PREFIX 326-1047 FUNCTION 220-10 ~~278-10~~

DESCRIPTION OF WORK TO BE DONE:

a) Widen NW 14th Avenue from NW Johnson Street to NW Kearney Street.
b) Remove part of a concrete island at NW 14th and Lovejoy Street.
c) Re-stripe street.

LOCATION BY STATION NUMBERS:

NW 14th Avenue from NW Johnson Street to NW Marshall Street.

ESTIMATE OF QUANTITIES & COSTS:

~~See attached sheet.~~

$11,340.47

EXPLANATION:

See attached letter dated 4-5-83.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 436,038.63
Present estimate of costs including work under this Force Order	$ 447,325.80
Estimated Overrun Underrun Amount	$ 11,287.17
Estimated Overrun Underrun Percent	2.6%

SUBMITTED BY: Brett I. Kesterson

TITLE: Brett I. Kesterson, Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Warren
Region Engineer

APPROVED: Dwane O Christensen 4/23/
for
Construction or ~~Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRAC
PROJE

4-1-83

rll
9401

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(40)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90023

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/7/83

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

NW Thurman Street - SW Columbia Street

11. GENERAL DESCRIPTION OF WORK

Install traffic sign on signal mast arm

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/7/83 as requested in Mr. Keasey's letter of 3/17/83 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 9 representing work to be done by City of Portland Forces is approved for a TEC of $500 Federal Funds $425.

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO Potter
FOR
info | [illegible] | [illegible] | [illegible] | sign | [illegible] | file

Orig 4/8

14. DATE 4/1/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9401

12-15-82

B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(40)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90023

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/5/82

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:

NW Thurman Street - SW Columbia Street (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install 18 directional signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 11/5/82 as requested in Mr. Keasey's letter of 11/30/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 5 representing work to be performed by City of Portland Forces is approved for a TEC of $5,000 Federal Funds $4,250.

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 12/15/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Gossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

940

426-1927
26-1960

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENE
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION 11-23-82

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

ADDRESS Treasurer of the State of Oregon
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-0000(8)

VOUCHER P Oregon

FROM 10/16/78

TO 9/18/81

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
823	$40,573.63	$40,573.63	85.77%	$34,800.00	$34,800.00	$ 0.00
772	12,369.26	12,369.26	85.77%	10,609.12	10,609.12	0.00
823	9,817.06	9,817.06	85.77%	8,420.09	8,420.09	0.00
772	2,437.26	2,437.26	85.77%	2,090.44	2,090.44	0.00
	$65,197.21	$65,197.21	85.77%	$55,919.65	$55,919.65	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE 11/23/82	BY DATE Controller

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. Thurman St.-S.W. Columbia St. (Portland) Section City Streets in Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$11,899.40	
	Work by City of Portland	All Required			52,942.89	
	Total Participating Preliminary Engineering				$64,842.29	
	Misc. Project Cost					
	Audit Expense	All Required			354.92	
	Total Participating Project Cost				$65,197.21	
	Prepared based on Participating Costs as shown on Federal Billing as of 11/18/82.					
	AMOUNT CARRIED FORWARD . . .					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	326	1959	906	00	P	1			44.29	44.69	
	326	1959	907	00	P	1				182.73	
	326	1959	909	00	P	1				229.37	
	326	1959	910	00	P	1				1,093.81	
	326	1959	911	00	P	1			351.08	476.29	
	326	1959	912	00	P	1				108.00	
	326	1959	913	00	P	1				190.71	
	326	1959	914	00	P	1				108.23	
	326	1959	918	00	P	1				44.62	
	326	1959	920	00	P	1			221.44	246.98	
	326	1959	921	00	P	1			3,025.90	3,025.90	
	326	1959	922	00	P	1			44.44	44.44	
	326	1959	923	00	P	1			535.80	2,286.60	
	326	1959	932	00	P	1			41.26	41.26	
	326	1959	980	00	P	1				37.40	
			TOT		P1				5,416.51	10,949.56	
			TOT		N1					142.32	
			** JOB TOTALS **					**	5,416.51 **	11,091.88 **	
											STATE
NW THURMAN-SW COLUMBIA	CONT NO		* FA PROJ NOS XI	0000008 100 X10 0000008							
	326	1960	296	00	N	9		153.25CR	2,510.53CR	10,510.53CR	
	326	1960	298	00	N	9		153.25	2,510.53	10,510.53	
	326	1960	901	00	P	1	Proj. Mgr.		9.38CR	1,693.00 ✓	
	326	1960	902	00	P	1	Citizen Involve			2.81 ✓	
	326	1960	905	00	P	1	Final Des.			545.10 ✓	
	326	1960	906	00	P	1	Br. Des			1,790.23 ✓	
	326	1960	911	00	P	1	Signing		2,526.10CR	2,162.42 ✓	
	326	1960	911	00	P	2	"		2,437.26	2,437.26 ✓	
	326	1960	913	00	P	1	R/W Liaison			119.26 ✓	
	326	1960	914	00	P	1	Utility Liaison			63.00 ✓	
	326	1960	915	00	P	1	Audit Exp.		349.52	354.92 ✓	
	326	1960	918	00	P	1	Recon & Hydrol.			71.92 ✓	
	326	1960	920	00	P	1	Prog. Sec.			232.44 ✓	
	326	1960	921	00	P	1	Specs.		258.91CR	1,281.00 ✓	
	326	1960	923	00	P	1	Env. Sec.			1,500.96	
			TOT		P1				2,444.87CR	9,817.06	
			TOT		P2				2,437.26	2,437.26	
			** JOB TOTALS **					**	7.61CR**	12,254.32 **	
											STATE
UPRR XING-BIRCH AVE	CONT NO		* FA PROJ NOS X10	9877001 100							
	326	1961	296	00	N	9			673.35	6,491.65CR	
	326	1961	298	00	N	9			673.35CR	6,491.65	
	326	1961	901	00	P	1		7.58	7.58	1,080.57	
	326	1961	905	00	P	1				814.97	
	326	1961	910	00	P	1				1,136.42	
	326	1961	910	00	N	1				10.36	
	326	1961	911	00	P	1				656.37	

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

01/20/83

PREFIX	GRP	FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	9			2,663.49-						
426-1922		PREFIX TOTALS	2,754.00		2,663.49		2,663.49	2,663.49		
426-1923	1	XI -0026-012	29,524.00	29,524.00	29,524.00	100.00	29,524.00	29,524.00		
		APPR-823								
	2	X10 -0026-012	4,924.04	4,924.04	4,924.04	100.00	4,924.04	4,924.04		
		APPR-772								
	9			34,448.04-						
426-1923		PREFIX TOTALS	34,448.04		34,448.04		34,448.04	34,448.04		
426-1924	1	PMS -000S-079	3,587.90	3,587.90	3,587.90	100.00	3,587.90	3,587.90		
		APPR-140								
	9			3,587.90-						
426-1924		PREFIX TOTALS	3,587.90		3,587.90		3,587.90	3,587.90		
426-1925	1	XI -9699-003	46,600.00	46,600.00	46,600.00	100.00	46,600.00	46,600.00		
		APPR-823								
	2	X10 -9699-003	12,452.00	10,456.11	10,456.11	100.00	10,456.11	10,456.11		
		APPR-772								
	9			57,056.11-						
426-1925		PREFIX TOTALS	59,052.00		57,056.11		57,056.11	57,056.11		
426-1926	1	XI -9926-002	128,000.00	127,847.29	127,847.29	100.00	127,847.29	124,761.19		3,086.10
		APPR-823								
	9			124,761.19-						
426-1926		PREFIX TOTALS	128,000.00	3,086.10	127,847.29		127,847.29	124,761.19		3,086.10
426-1927	1*	XI -0000-008	34,800.00	34,800.00	34,800.00	100.00	34,800.00	34,800.00		
		APPR-823								
	2*	X10 -0000-008	10,609.12	10,609.12	10,609.12	100.00	10,609.12	10,609.12		
		APPR-772								
	9*			45,409.12-						
426-1927		PREFIX TOTALS	45,409.12		45,409.12		45,409.12	45,409.12		
426-1928	1	XI -9880-001	80,100.00	35,646.21	35,646.21	100.00	35,646.21	35,646.21		
		APPR-823								
	9			35,646.21-						
426-1928		PREFIX TOTALS	80,100.00		35,646.21		35,646.21	35,646.21		
426-1929	1	XI -9877-001	25,700.00	25,700.00	25,700.00	100.00	25,700.00	25,700.00		
		APPR-823								
	2	X10 -9877-001	673.35	498.23	498.23	100.00	498.23	498.23		
		APPR-772								
	9			26,198.23-						
426-1929		PREFIX TOTALS	26,373.35		26,198.23		26,198.23	26,198.23		

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              DECEMBER 1982        PAGE  839
                                                                          FISCAL           GRAND TOTAL
   DESCRIPTION         ____ PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE        TO DATE
                                                                                                        STATE
 N BASIN AVE-PACIFIC HWY     CONT NO        FA PROJ NOS XI  9926002 100
                                426  1926     598      00 N 9                              124,761.19CR
                                426  1926     903      00 P 1                              124,761.19
                                              TOT      P1                                  124,761.19
                                              TOT      N9                                  124,761.19CR
                                           ** JOB TOTALS **           **           **              **
                                                                                                        STATE
 NW THURMAN-SW COL ST        CONT NO     * FA PROJ NOS XI  0000008 100 X10 0000008
                                426  1927     598      00 N 9                               45,409.12CR
                                426  1927     903      00 P 1                               34,800.00
                                426  1927     903      00 P 2                               10,609.12
                                              TOT      P1                                   34,800.00
                                              TOT      P2                                   10,609.12
                                              TOT      N9                                   45,409.12CR
                                           ** JOB TOTALS **           **           **              **
                                                                                                        STATE
 NE 242ND-TROUTDALE RD       CONT NO        FA PROJ NOS XI  9880001 100
                                426  1928     205      00 P 1                 3,564.63
                                426  1928     598      00 N 9                 3,564.63CR    35,646.21CR
                                426  1928     903      00 P 1                               35,646.21
                                              TOT      P1                     3,564.63      35,646.21
                                              TOT      N9                     3,564.63CR    35,646.21CR
                                           ** JOB TOTALS **           **           **              **
                                                                                                        STATE
 UPRR XING-BIRCH AVE         CONT NO        FA PROJ NOS XI  9877001 100 X10 9877001
                                426  1929     598      00 N 9   1,121.75CR    1,121.75CR    26,198.23CR
                                426  1929     903      00 P 1     623.52        623.52      25,700.00
                                426  1929     903      00 P 2     498.23        498.23         498.23
                                              TOT      P1         623.52        623.52      25,700.00
                                              TOT      P2         498.23        498.23         498.23
                                              TOT      N9       1,121.75CR    1,121.75CR    26,198.23CR
                                           ** JOB TOTALS **           **           **              **
                                                                                                        STATE
 SE DIVISION-SE POWELL BLVD  CONT NO        FA PROJ NOS XI  9891001 100
                                426  1930     598      00 N 9                10,142.95CR    39,695.07CR
                                426  1930     903      00 P 1                10,142.95      39,695.07
                                              TOT      P1                    10,142.95      39,695.07
                                              TOT      N9                    10,142.95CR    39,695.07CR
                                           ** JOB TOTALS **           **           **              **
                                                                                                        STATE
 NE COLUMBIA-NE WEIDLER      CONT NO     * FA PROJ NOS XI  9809001 100
                                426  1931     598      00 N 9                               78,149.31CR
                                426  1931     903      00 P 1                               78,149.31
```

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

01/20/83

PREFIX GRP FED RID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1960 1* XI -0000-008 APPR-823	8,420.09	9,817.06	9,817.06	85.77	8,420.09	8,420.09		
2* XI0 -0000-008 APPR-772	2,090.44	2,437.26	2,437.26	85.77	2,090.44	2,090.44		
326-1960 PREFIX TOTALS	10,510.53	12,254.32	12,254.32		10,510.53	10,510.53		
326-1961 1 XI0 -9877-001 APPR-772	6,491.65	8,520.54	8,510.18	85.77	7,299.18	6,491.65	807.53 B	
326-1962 1* RROO-000S-030 APPR-686	902.70	1,009.44	1,003.00	90.00	902.70	902.70		
326-1965 1 M -9956-003 APPR-W36	185,828.00	238,074.31	236,272.45	78.19	184,741.43	185,225.78		484.35CR
-1966 1 XI -9926-002 APPR-823	136,232.00	156,640.59	156,162.37	85.77	133,940.46	133,820.30		120.16
2 XI0 -9926-002 APPR-772	17,240.00	20,100.46	20,100.46	85.77	17,240.16	17,240.00	.16 B	
326-1966 PREFIX TOTALS	153,472.00	176,741.05	176,262.83		151,180.62	151,060.30	.16	120.16
326-1967 1* PMS -000S-067 APPR-140	162.40	162.40	162.40	100.00	162.40	162.40		
326-1968 1* M -000C-012 APPR-W36	11,314.79	12,546.46	12,835.84	88.15	11,314.79	11,314.79		
326-1970 1* M -000C-013 APPR-W36	10,757.48	11,907.52	12,199.46	88.18	10,757.48	10,757.48		
326-1971 1 M -000C-011 APPR-W36	4,254.50	4,830.54	4,824.79	88.18	4,254.50	4,152.67		101.83
326-1972 1* PMS -000S-086 APPR-140	184.40	184.40	184.40	100.00	184.40	184.40		
326-1973 1* RRS -9314-001 APPR-138	142.60	181.33	158.44	90.00	142.60	142.60		
326-1977 1* M -9793-001 APPR-W36	146,037.82	170,454.53	170,207.25	85.80	146,037.82	146,037.82		
326-1978 1 M -9926-001 APPR-W36	316,037.00	383,237.30	380,767.31	85.74	326,469.89	316,037.00	10,432.89 B	
2 XI -9926-001 APPR-823				85.00				
6-1978 PREFIX TOTALS	316,037.00	383,237.30	380,767.31		326,469.89	316,037.00	10,432.89	
326-1979 1* RRS -9298-001 APPR-138	978.97	1,511.48	1,087.74	90.00	978.97	978.97		
326-1980 1 RRO -000S-049 APPR-685		72.56	72.56	90.00	65.30		65.30 A	
326-1981 1 XI -9699-003 APPR-823	17,700.00	25,657.92	25,270.91	85.80	21,682.44	17,700.00	3,982.44 B	
326-1983 1* RRP -9295-001 APPR-139	185.32	205.91	205.91	90.00	185.32	185.32		
326-1985 1* RRP -9311-001 APPR-139	385.52	428.36	428.36	90.00	385.52	385.52		
326-1987 1 M -9945-001 APPR-W36	392,964.00	371,878.90	368,875.65	85.80	316,495.31	310,174.59		6,320.72
326-1988 1 RRP -000S-023 APPR-139	1,800.00	345.26	345.26	90.00	310.73	310.73		

9401

CON

August 24, 1982

Tice Electric Co.
P. O. Box 15009
Portland, OR 97214

Time Extension Request
NW Thurman St.-SW Columbia St.
Contract No. 9401

Your request for additional contract time in which to complete the above project has been carefully considered. The reasons for delay cited in your request, performance of extra work, were reviewed and found to have not delayed project completion. Project completion was, and is, delayed apparently by your inability to furnish the required signal poles.

The furnishing of materials required to complete the project is a contractor responsibility and your request is accordingly denied.

Should you wish to submit additional data or to further review this matter, please contact Project Manager Brett Kesterson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Mike Smith w/att.
Brett Kesterson
City of Portland w/att.

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Construction Administration Engineer

DATE: August 19, 1982

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: N.W. Thurman St.-S.W. Columbia St.
Contract No. 9401
Time Extension Request

Attached is a time extension request from the contractor for an extension of 36 days to extend the contract from 275 to 311 calendar days.

Also attached is Brett Kesterson's analysis and his recommendation to not grant the increase in calendar days.

The contractor's request is based on a conflict with utilities that held up grading work by his subcontractor. His timetable shows a conflict that held out the subcontractor for 36 days.

The project manager, Brett Kesterson, has looked into the work done by the subcontractor and states that he, the subcontractor, was able to work on other areas on the project during this time and that the delay in completing the contract on time is the late delivery of signal poles.

We have, on a few occasions, granted time extensions when there were concurrent delays on a project; however, in this instance, it looks like there were no significant delays caused by utility conflicts and that the subcontractor was working on meaningful work in other areas. I concur in Kesterson's and Smith's recommendation to not grant the time extension.

po

Attachments

RECEIVED
AUG 20 1982
CONSTRUCTION SECTION
CE
CAE
FOE
QCS
SCS
EEO
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LS
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CP

8-20-82

W. E. Schwartz:

I concur with Region and Project Manager and recommend request be denied.

B Jackmond

1-123-1387

Contains Recycled Materials

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

SA [illegible] CE [illegible] CB
TCS [illegible]
SD PA EM LM

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RECEIVED
AUG [illegible] 1982
CONSTRUCTION SECTION
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August 11, 1982

ODOT
Attn: Mike Smith
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: N.W. Thurman Street - S.W. Columbia Street
Contract No. 9401

Dear Mr. Smith:

The following information is enclosed for transmission to the Region Engineer:

a) Contractor's Request for Adjustment of Contract Time. This was submitted by Tice Electric.

b) Project Manager's Report and Recommendation on above item a).

If additional information is needed, please contact me at 796-7163.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson
Project Manager
Bureau of Street & Structural Engineering

BIK:mm

Enclosures

8/17/82
MARION -
I HAVE REVIEWED THE ATTACHED CONTRACTORS REQUEST FOR ADJUSTMENT OF CONTRACT TIME, AND THE PRODUCT MANAGERS REPORT AND RECOMMENDATION. I CONCUR WITH THE PROJECT MANAGERS RECOMMENDATION OF DENYING THE REQUESTED INCREASE IN ADDITIONAL DAYS

PROJECT MANAGER'S REPORT AND RECOMMENDATION

NW THURMAN ST. - SW COLUMBIA ST.

MULTNOMAH COUNTY

CONTRACT NO. 9401 PREFIX NO. 326-1047

FAP NO. IX-0000(40)

On August 10, 1982, I received a contractor's request for adjustment of contract time from Tice Electric. See attached letter dated August 9, 1982 from Tice Electric detailing reasons for time extension.

After careful research, I have determined some facts about this issue:

1) Columbia West Materials & Constructors (Col-West) was working 8-hour days on the project from June 16, 1982 to June 25, 1982. There was plenty of work to be done that did not conflict with the unmarked underground utilities that had to be moved.

2) Once Tice Electric and Castile Landscaping completed the extra work order, Col-West only worked one day to complete the remaining roadwork.

3) From June 25, 1982 to July 6, 1982, Tice Electric and G.F. Webb were performing work called for in the plans.

Actually, the delay in construction is being caused by the fact that the signal poles are not scheduled to be delivered to the project until mid-September 1982. The contractor did not perform any roadwork at the signal locations because the special provisions prevent any work until the signal poles arrive at the project. Once the contractor realized he would not receive the signal poles in time, he requested that he be able to proceed with the roadwork and agreed to provide any additional traffic control at no cost to the contract.

Therefore, since the delay is caused by the contractor's inability to supply needed materials for the project and the seven additional calendar days needed to do the extra work does not in any way affect the pole delivery date, I recommend no increase in calendar days for Contract No. 9401.

Brett I. Kesterson
Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

8-10-82
Date

BIK:jw

RECEIVED
AUG [illegible] 1982
CONSTRUCTION SECTION
CE
CAE
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CONTRACTO S REQUEST FOR ADJUSTMENT OF C TRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date August 9, 1982

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 275 calendar days to 311 calendar days, within which to complete Section N.W. Thurman St. - S.W. Columbia St., Contract No. 9401, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

See attached letter to Mr. Brett Kesterson, Project Manager, dated August 9, 1982.

Respectfully Submitted,

TICE ELECTRIC COMPANY
Contractor

By G. S. Gregersen
Gordon S. Gregersen, Vice Pres.

CONSENT OF SURETY

Date August 9, 1982

We, Peerless Insurance Company, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Attorney-in-fact
G. M.Dunning

Jack C Burnett
Resident Agent
Fred. S. James & Co.

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

claimed delays did not delay project completion. Request should be denied.

Approved: ....
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

9401

1-P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR EXTRA WORK
TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) NW Thurman Street - SW Columbia Street (Portland)		CONTRACT NO. 9401
HIGHWAY City Streets (NW 14/16, SW 13/14)	COUNTY Multnomah	PREFIX 326-1047
CONTRACTOR'S NAME AND ADDRESS Tice Electric P.O. Box 15009 Portland, Oregon 97215		F.A. PROJECT NO. IX-0000(40)
		DATE PREPARED 6-29-82
		EXTRA WORK ORDER NO. 4

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

1) Relocate existing irrigation line and associated wiring.
2) Relocate existing State electrical conduit.

LOCATION OF WORK (STATION NUMBERS) —

On NW Counch Street between NW 15th and 16th Avenues.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

1)	Labor -	$500.00
	Materials -	$300.00
	Equipment -	$200.00
2)	Labor -	$500.00
	Materials -	$300.00
	Equipment -	$100.00

SPECIFICATIONS AND OTHER PROVISIONS —

None.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH AFTER APPROVAL. COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER	PROJECT AUTHORIZATION	$ 436,038.63
	ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER	$ 436,038.63
SUBMITTED BY (RESIDENT ENGINEER) Brett I. Kesterson Brett I. Kesterson	ESTIMATED OVERRUN / UNDERRUN 0.0 %	$ 0.00
APPROVAL RECOMMENDED (REGION)	APPROVED (CONSTRUCTION) Marvin Cupp	DATE 7-15-82
APPROVAL RECOMMENDED DS 7-22-82		

[illegible] (REV. [illegible])

9401

April 29, 1982

City of Portland
City Hall
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4-1

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 2503

Gentlemen:

Attached for your files are two copies of a fully executed agreement for the N.W. Thurman Street-S.W. Columbia Section of the 14/16th and 13th/14th Street Couplet which requires alterations to the original construction of the Stadium Freeway (I-405).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

9401

STATE COPY

4

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 2-228

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

2/9/82

State: Oregon

County: Multnomah

Project No.: IX-0000(40)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Thurman St.-Columbia St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-18-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 452,570.00	$ 384,680.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H.S. Coulter
By

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator FEB 9 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 8, 1981

Federal Aid Project
No. IX-0000(40)

N.W. Thurman St.-S.W. Columbia St. (Portland) Sec.
City Streets (N.W. 14th/16th and S.W. 13th/14th)

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization

Mobilization			All Required	$ 25,000.00
Temporary Protection and Direction of Traffic			All Required	10,500.00
Temporary Signs	325	Sq. Ft.	8.00	2,600.00
Temporary Barricades	22	Each	80.25	1,765.50
Temporary Plastic Safety Markers	41	Each	69.00	2,829.00
Flagmen	500	Hour	22.50	11,250.00
Earthwork			All Required	14,000.00
Furnishing and Placing Topsoil	184	Cu. Yd.	10.50	1,932.00
1"-0 Aggregate Base	338	Cu. Yd.	21.50	7,267.00
Class "B" or Class "C" Asphalt Concrete	516	Ton	58.75	30,315.00
8-inch Sewer Pipe	71	Lin. Ft.	17.00	1,207.00
10-inch Sewer Pipe	62	Lin. Ft.	30.50	1,891.00
12-inch Sewer Pipe	20	Lin. Ft.	36.30	726.00
Extra for Pipe Under Pavement	60	Lin. Ft.	15.90	954.00
Concrete Inlets, Type G-1	1	Each	385.00	385.00
Standard Concrete Inlets	7	Each	342.00	2,394.00
Concrete Walks	340	Sq. Yd.	15.25	5,185.00
Concrete Driveways	13	Sq. Yd.	17.00	221.00
Concrete Curbs	1,771	Lin. Ft.	4.27	7,562.17
Concrete Islands	69	Sq. Yd.	23.53	1,623.57
Concrete Traffic Separators	140	Lin. Ft.	10.68	1,495.20
Extra for Asphalt Walks	367	Sq. Yd.	10.68	3,919.56
Relocate Guard Rail			All Required	864.00
Adjusting Manholes	1	Each	214.00	214.00
Move and Reinstall Existing Signs and Supports			All Required	1,200.00
Move and Reinstall Illumination			All Required	6,000.00
Landscaping			All Required	2,000.00
Irrigation			All Required	5,000.00
				$150,300.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,000.00
	SUBTOTAL	$152,300.00
	Engineering	17,000.00
	TOTAL	$169,300.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$217,200.00

Anticipated Items

City Furnished Signal Programs	All Required	$ 2,000.00
Signal Controller Testing	All Required	4,675.00
		$ 6,675.00
	SUBTOTAL	$223,875.00
	Engineering	30,225.00
	TOTAL	$254,100.00

Length of Project ----------- 0.00 mi.

Work Retained in Program Status

Work by City of Portland Water Bureau	All Required	$ 8,000.00

SUMMARY OF FUNDS (85%)

Description	Total Funds	Federal Funds	City Funds
Channelization	$169,300.00	$143,905.00	$25,395.00
Traffic Signals	254,100.00	215,985.00	38,115.00
SUBTOTAL	$423,400.00	$359,890.00	$63,510.00
Reserve	29,170.00	24,790.00	4,380.00
TOTAL	$452,570.00	$384,680.00	$67,890.00

Group 1 100%
Contract No. 9401
Prefix 326-1960
Prefix 326-1047

9401

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(40)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90023

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/8/81

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
NW Thurman Street - SW Columbia Street (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 12/28/81 this will confirm the advance approval date of 12/8/81 to proceed with the actual adjustments for the City of Portland Bureau of Water Works water line facilities on an actual cost basis estimated to be $7,010 Federal Funds $5,958.

I approve the agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO Mothring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

orig
1-11-82

14. DATE 1/6/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9401

L.

RECEIVED
TECHNICAL SERVICES
DEC 29 '81
REFER TO

FOR

Info	Invest	R/D	O/R	Sign	Act	File

ROW 18-4

December 28, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan D E Swan
Operations Programming Engineer

NOTED
E. S. HUNTER

SUBJECT: Water Facilities Adjustment
Bureau of Water Works
City of Portland
N.W. Thurman-S.W. Columbia St. (Portland) Section
City Streets (N.W. 14th/16th & S.W. 13th/14th)
Multnomah County
Project No. IX-0000(40)

Here is a copy of an estimate of cost to adjust Bureau of Water Works facilities dated February 17, 1981.

A certification prepared by City of Portland as to their rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City's Street and Structural Engineering Department advised Bureau of Water Works verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate submitted herewith and our letter authorizing them to proceed withthe work.

An appropriate permit for the utility's proposed relocation will not be issued as the City's water facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves service crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 8, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $7,010.

DES/JMC/llr
Enclosure
cc: E. S. Hunter✓
Jack M. Cartwright
Brett Kesterson - City of Portland

9401

October 26, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street & Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

On October 22, 1981 we received a satisfactory bid from and awarded the contract to Tice Electric Co., 2139 S.E. Belmont St., Portland, Oregon 97214 for the N.W. Thurman St.-S.W. Columbia St. Section in Portland. We anticipate the financial sharing of project costs will be:

Contractor's Bid		$367,500.00
Anticipated Additional Items:		
Permanent Pavement Striping	$2,000.00	
*City Furnished Signal Programs	2,000.00	
Signal Controller Testing (Engineering)	4,675.00	
*City of Portland Water Bureau	8,000.00	$ 6,675.00*
*Subtotal(Does not include City Furnished Items)		$374,175.00*
Contingencies (4 1/2%)		16,837.88
TOTAL FOR COMPUTATION OF CITY SHARE		$391,012.88

City Share: (15% of $391,012.88) =	$58,651.93
Less: City Early Deposit(Rec'd 10/16/81)	50,920.00
BALANCE DUE FROM CITY	$ 7,730.00 (rounded)

Please submit the balance of your advance deposit, $7,730, to the Local Government Investment Pool, Oregon State Treasurer.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 981: Jon Rose, Metro
Vern Skoog - Please return completed AD # 981 when advance deposit is received.

4401

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

October 16, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Traffic Signal Warrants
Item No. 90023
Project No. IX-0000(40)
NW Thurman St.-SW Columbia St. (Portland) Sec.
Multnomah County

Attached is one copy each of traffic signal warrant comparison sheets for the intersection locations listed on the back of the PR-1 forms, except location 3).

JLG:bkc
Attachments

cc: General Files

9401

October 1, 1981

ACC

Mr. Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street and Structural Engineering
621 S.W. Alder Street, Room 725
Portland, Oregon 97205

Dear Mr. Schmidt:

We have advertised the N.W. Thurman Street-S.W. Columbia Street Section of N.W. 14th/16th and S.W. 13th/14th, for bid opening on October 22, 1981.

Financial sharing of construction is estimated to be:

Estimated Construction Cost	$522,264
Less Federal Funds	443,924
City Share	$ 78,340

EARLY DEPOSIT: 65% of $78,340 = $50,920

Immediately following award of the contract, we will request the remainder of the City's share.

The attached sheet defines the three options for making your advance deposit. Please select an option and submit your advance deposit as described in the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN
D. E. Swan
Operation Programming Engineer

GKK:pf
Attachment

bcc w/AD # 963: Jon Rose, Metro
Vern Skoog - Please return completed AD # 963 when advance deposit is received.

10-19-81

9401

9-23-81

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(40)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90023

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/18/81	Various FAU Routes	City Streets

10. GENERAL LOCATION:

NW Thurman Street - SW Columbia Street (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Grading, paving and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping $2,000
City Furnished Signal Program $2,000
Signal Controller Testing $4,675

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's Sept. 18 and Sept. 23, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $669,767 Federal Funds $569,300.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 8'81
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R

Original
10-8-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/23/81	G. K. Hoesner	for Division Administrator

RM PR-1240
v. 12-79)

PREVIOUS EDITIONS MAY BE USED

9401

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

Form 734-3122

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Aldercrest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000

SALEM

IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

9401 9-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90023

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/17/81
8. FEDERAL ROUTE NUMBER Various FAU Routes
9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
NW Thurman Street - SW Columbia Street (Portland)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/16/81 I approve the revised Preliminary Engineering Costs to a TEC of $67,400 Federal Funds $57,590.

(Increase TEC $10,341 Federal Funds $8,790 Appn. Code 772 from FY 81' Supplemental allocation)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO [illegible]
FOR
Info Answer R/D D/R Sign File

& Lic
9-23

14. DATE 9/17/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9401

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90023
Project No. IX-0000(8)
N.W. Thurman St.-S.W. Columbia St. (Portland) Sec.
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $10,341 in total cost and Federal obligation of $8,790 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$67,400	$57,590	---	---
Previous	57,059	48,800	---	---
Difference	$10,341	$ 8,790	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA			TOTAL AUTHORIZATION REQUESTED		
901	Resident Engineer			493		1	500
902	Citizens involvement						
903	Payment to local government		51	315		57	000
904	Consultant fees						
905	Final Design			410		1	000
906	Bridge Design					2	000
907	Preliminary design						
908	Field testing section (construction)						
909	Right of way descriptions			493			
910	Soils and geology						
911	Signing (traffic department)		2	873		3	500
912	Landscape department						
913	Right of way - liaison & relocation						
914	Utility liaison						
915	Audits by Accounting Section						
916	Photogrammetry						
917	Inventory needs						
918	Reconnaissance and hydrology						100
919	Engineering graphics						
920	Project management			164			200
921	Specifications			821		1	500
922	Administrative Services - engineering			164			200
923	Environmental Section			326			400
924	Department of Transportation						
925	Air monitoring						
926	Foundation investigation						
950	Training courses, conferences & seminars						
955	Employee relocation assistance program						
960	Personal leave						
975	Historical sites inventory						
980	Public hearing charges						
985	EEO monitoring expense						
986	"Non-State" employees travel						
		$	57	059	$	67	400

Section: NW THURMAN - SW COLUMBIA

Highway: NW 14th/16th & SW 13th/14th

County: MULTNOMAH

Prefix: 326-1960

9401 2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90023
Project No. IX-0000(8)
N.W. Thurman St.-S.W. Columbia St. (Portland) Sec.
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $10,341 in total cost and Federal obligation of $8,790 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$67,400	$57,590	---	---
Previous	57,059	48,800	---	---
Difference	$10,341	$ 8,790	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

9401

Section N.W. Thurman St.-S[illegible]lumbia St. (Portland) Programmi[illegible]imate $ 567,000 Br

Highway City Streets Project Length —

County Multnomah 9-11-81 Completion Time 275 CD

Kind of Work Grading, Paving and Signals Est. Comp. Date

Prefix 326-1960 Letting Date 10-22-81 Project No. IX-0000 (40)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 483,099.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
~~State~~ Furnished Signal Programs, etc.	2,000	
Roadside Seeding & Mulching		$ 16,675.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	4,675	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
City of Portland Water Bureau	8,000	
Subtotal		$ 499,774.00
Contingencies (4-1/2%)		22,489.83
Engineering (X, 9, X%)		44,979.66
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 567,243.49

x 85%

FF $482,157

x 120%

$578,590

APPROVED

CC: MERSHON
ROSE

Road Design Engineer

Rev. 3/81

Ⓣ

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section N.W. Thurman St - S.W. Columbia St. (Portland)		County Multnomah		Sheet 1 of 2	
Kind of Work Grading, Paving and Signals		Length —	Date 9-11-81	Name Butler	

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	Lump Sum	36,000-
2	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	12,481-
3	Temporary Signs		Sq. Ft.	325	10-	3,250-
4	Temporary Barricades		Each	22	130-	2,860-
5	Temporary Plastic Safety Markers		Each	41	75-	3,075-
6	Flagmen		Hour	500	23-	11,500-
	ROADWORK					
7	Earthwork		Lump Sum	All	Lump Sum	19,732-
8	Furnishing and Placing Topsoil		Cu. Yd.	184	15-	2,760-
9	1"-0 Aggregate Base		Cu. Yd.	338	20-	6,760-
10	Class "B" or Class "C" Asphalt Concrete		Ton	516	50-	25,800-
11	8-inch Sewer Pipe		Lin. Ft.	71	25-	1,775-
12	10-inch Sewer Pipe		Lin. Ft.	62	26-	1,612-
13	12-inch Sewer Pipe		Lin. Ft.	20	27-	540-
14	Extra for Pipe Under Pavement		Lin. Ft.	60	10-	600-
15	Concrete Inlets, Type G-1		Each	1	500-	500-
16	Concrete Inlets, Type P		Each	2	400-	800-
17	Standard Concrete Inlets		Each	5	400-	2,000-

(T)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section N.W. Thurman St. [illegible] St.	County	Sheet 2 of 2	
Kind of Work [illegible]	Length —	Date 7-11-81	Name Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
18	Concrete Walks		Sq. Yd.	340	20-	6800-
19	Concrete Driveways		Sq. Yd.	13	26-	338-
20	Concrete Curbs		Lin. Ft.	1771	6-	10,626-
21	Concrete Islands		Sq. Yd.	69	25-	1,725
22	Concrete Traffic Separators		Lin. Ft.	140	7-	980-
23	Extra for Asphalt Walks		Sq. Yd.	367	5-	1,835-
24	Relocate Guard Rail		Lump Sum	All	Lump Sum	1,000-
25	Adjusting Manholes		Each	1	250-	250-
26	Move and Reinstall Existing Signs and Supports		Lump Sum	All	Lump Sum	800-
27	Move and Reinstall Illumination		Lump Sum	All	Lump Sum	3,000-
28	Landscaping		Lump Sum	All	Lump Sum	1,200-
29	Irrigation		Lump Sum	All	Lump Sum	2,500-
	TRAFFIC SIGNALS					
30	Traffic Signal Installation Complete		Lump Sum	All	Lump Sum	320,000-
	Total					483,099-

9401

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 10, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Project Data Submission
Item No. 90023
Project No. IX-0000(40)
N.W. Thurman St.-SW Columbia St. (Portland) Sec.
Multnomah County

Attached data consists of PR-1 forms with project maps for subject project. Signal warrents will follow under separate cover.

It is the Oregon State Highway Division's present intention to receive bids for the project on October 22, 1981.

Project concept was approved by letter dated August 30, 1978 to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was previously forwarded.

These funds are to come from the FY '81 supplemental allocation.

DRH:bkc
Attachments

cc: R.N. Bothman (Metro) E.L. Hardt (Region 1)
Jon Rose (Metro) Gary Zehner w/att.
Judy Smith (Metro) General Files

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-81)

9-10-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Sts., NW 14, 16, 18, 19th & SW 13 & 14 (Portland)	**ADT**	PRESENT See Proj. IX-0000(8)	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Channelization & Traf. Signals	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 0000

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded

NAME OF URBAN AREA: Portland

COUNTY NAME: Multnomah

ROUTE NO. U

FEDERAL-AID: Various

STATE: City Sts.

U.S.: ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS Y008 Y031		"N.W. Thurman St.- S.W. Columbia St. (Portland) Sec."	0.0	764,750	(I-80N) 650,000	-----	114,750

CARD 1	CODE 1	PREPARED BY	DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	10-04-79 10-01-80	(16) (23) (24) (33)

REMARKS
Additional Data: Item No. 9002
IX-000S(8).

3261960

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

9-10-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

T LOCATION (45 typewriter spaces): , NW 14, 16, 18, 19th & SW 13 & 14
rtland)

ADT — PRESENT: See Proj. IX-0000(8) — FUTURE: --- — YEAR: ---

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 772

ITEM NO.: 90023

RK (35 typewriter: Traf. Signals

NATL. FOREST:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): IX- — NUMBER: 0000 — SEQ. NO.: (40)

I. Projects Only — POST MI.: — DESIG.:

Interstate Substitutions General Funded

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U — FEDERAL-AID: Various — STATE: City Sts. — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☐ 2

Portland

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
W								
NST DE) PICS 008 031		"N.W. Thurman St.- S.W. Columbia St. (Portland) Sec."	0.0	764,750	(I-80N) 650,000	-----	114,750	ROW- 60' min.; Access Control-none; Parking Restrictions-partial.
		DRH — PROJECT TOTALS						

VAL DATES: 10-04-79
10-01-80

REMARKS
Additional Data: Item No. 90023; Project No. IX-000S(8).

-over-

USCOMM DUSCOMM-DC 48905-P61

N.W. Thurman St.-S.W. Columbia St. (Portland) Sec.
Project No. IX-0000(40)

Remarks continued:

Project Data: Work consists of 1) intermitten channelization requiring grade, drain, high-type pavement, 2) traffic signals at eight (8) intersections (see below) and 3) incidental work common to this type of project. Utility adjustments as required.

Traffic Signals Locations:

1) S.W. 13th Ave. at S.W. Taylor St.
2) S.W. 13th Ave. at S.W. Yamhill St.
3) S.W. 13th Ave. at S.W. Alder St.
4) S.W. 14th Ave. at S.W. Taylor St.
5) S.W. 14th Ave. at S.W. Yamhill St.
6) S.W. 14th Ave. at S.W. Alder St.
7) S.W. 15th Ave. at S.W. Alder St.
8) N.W. 15th Ave. at N.W. Couch St.

Data for PR-37: Y008 (Channelization) ------- $175,750
Y031 (Traffic Signals) ------ 589,000

Accommodation of Utilities: A State-City Agreement No. 6791 complying with paragraph 6d(1) of PPM 30-4.1 was executed 11-28-78.

Maintenance: A State-City Agreement No. 6791 complying with Section 116, Title 23 U.S.C. was executed on 11-28-78.

Note: 1) This project is in Congressional District No. 1.
2) Included in MSD FY '81 AE/TIP on page 51 as #45.
3) On-the-job trainees, as set forth in FHPM 6-4-1-2, will be determined at PS&E stage and the number stipulated in the P.S. and E. Documents.

94101

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 10, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90023
Project No. IX-0000(40)
N.W. Thurman St.-SW Columbia St. (Portland) Sec.
Multnomah County

Attached data consists of PR-1 forms with project maps for subject project. Signal warrents will follow under separate cover.

It is the Oregon State Highway Division's present intention to receive bids for the project on October 22, 1981.

Project concept was approved by letter dated August 30, 1978 to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was previously forwarded.

These funds are to come from the FY '81 supplemental allocation.

DRH:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner w/att.
General Files

9401

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section NW Thurman St. - SW Columbia St.

Highway NW 14th/16th and SW 13th/14th

County Multnomah #26

Date September 9, 1981

Authorization No. 3

Survey Prefix 326-1960 (Assigned by Salem office)

Description of termini, route, length, etc.: To upgrade local streets as a one-way couplet system using NW 14th/16th Avenues from Thurman to W. Burnside and SW 13th/14th Avenues from W. Burnside to SW Columbia. Overall length is 1 mile.

Proposed: Upgrade subject streets using minor curb cutbacks and traffic control devices to improve couplet system.

Purpose of survey: City to perform field survey, prepare necessary environmental documents, plans, specifications and estimate.

State to monitor PE, review plans, and complete PS&E.

Estimate of cost: $571,700

Federal Aid No. IX 0000(3) 9-11-81

Funding [illegible]

Category II, Categorical Exclusion

Field Survey	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	57,000
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	2,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	3,500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	100
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,500
Administrative Services	(922)	200
Environmental	(923)	400
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	[illegible]	
[illegible]	[illegible]	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 2 1981
LOCATION SECTION

Total estimated cost of survey	$ 67,400
Previous authorization	69,500
Additional authorization requested	- 2,100
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Curt. H. Duval
CURTIS H. DUVAL, Metro Location Engineer
Field Engineer

Recommended for Approval:
D.R. ADAMS, Project Development Engineer
Regional Engineer

Recommended for Approval: George C. Mills
Location Engineer

Approved: J H Wesley for ASHE
Assistant State Highway Engineer

SP*23604-734

9401

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 9, 1981

File No: 326-1960

TO: F.E. TERPIN
Location Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: NW Thurman-SW Columbia St.
NW 14th/16th and SW 13th/14th
City of Portland
Multnomah County

I request your approval of the attached Authority for Survey No. 3 for this project. This is an Interstate Transfer project sponsored by the City of Portland. The City is performing the preliminary engineering.

This Authority for Survey is actually a decrease from the previous authority. In explanation, there was a de-obligation of federal funds since the approval of the previous authority for $69,500 (TEC). This de-obligation was made at the request of the City of Portland to allow another city project to be advanced to contract. However, this decrease in obligation was not followed up by a revised Authority for Survey. We have now re-estimated the PE cost for this project which is a decrease from the previous Authority for Survey, but represents an increase in the federal obligation. In essence, this authority replaces most of the funds that were de-obligated at the request of the City of Portland.

This Authority for Survey is 11.8 percent of the current construction estimate of $571,700.

Please obligate the additional federal funds required for this Authority for Survey from the Supplemental FAIX funds available now.

TAS:ECM:JS

Attachment

cc: D.R. Adams
C.H. Duval
J.R. Rose
T.H. Schwab
D.E. Swan
G.E. Zehner
J. Gaither
C. Laux
D.E. Fantz
R.C. Brooks

W

9401

Tmt †

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project N.W. Thurman St.-S.W. Columbia St. Section Preparer Gerald Morrison

Highway City Streets (N.W. 14th/16th and S.W. 13th/14th) Date August 21, 1981

County Multnomah City Portland

Project Description:

The proposed project is intended to reduce through industrial traffic in the residential area south of Lovejoy Street along the 18/19th one-way couplet. This will be accomplished by constructing traffic diverters at Lovejoy Street, on 18th and 19th Avenue. The project will also maintain and improve access to industrial areas by signing, signals, and intersection improvements along NW 14/16th couplet and SW 13/14th couplet.

This noise study report will address only the project construction areas (see darkened areas on project mapping). Map 1 and detail mapping illustrate project construction and the resulting traffic patterns effected.

Uncontrolled access along this project classifies this as a Type 1-B project, according to FHPM 7-7-3.

Existing Land Use Activities:

Land use of property fronting the construction areas are illustrated on project detail mapping. The project is in compliance with existing zoning and will encourage permitted development. The upgrading of the 14th/16th one-way couplet, which will function as a frontage road for the Stadium Freeway, is supportive of present land use and zoning patterns.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

PEAK HOUR

Alder Street, S.W. 13th-S.W. 14th

Year	Autos (vehicles per hour)	Medium Trucks (vehicles per hour)	Heavy Trucks (vehicles per hour)	Speed (mph)	Noise Level (Leq dBA) @ 30' from Road ℄ (right-of-way)
1980 (Existing)	500	7	1	22	59
2000 (No-Build)	560	8	1	22	59
2000 (Build)	680	10	1	21	60

(Continued -- Page 1A)

Page 1A
(Continued)
Traffic Data and Predicted Noise Levels

PEAK TRUCK HOUR

Section	Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Noise Level (Leq dBA) @ 30' from Road ℄ (right-of-way)
N.W. 16th Lovejoy to Glisan	1980 (Existing)	297	62	16	29	67
	2000 (No Build)	330	72	18	29	68
	2000 (Build)	450	95	25	29	69
N.W. 16th Glisan to Everett	1980 (Existing)	427	62	16	29	67
	2000 (No Build)	475	72	18	29	68
	2000 (Build)	646	100	24	28	69
N.W. 16th Everett to Burnside	1980 (Existing)	359	25	6	28	64
	2000 (No Build)	379	26	6	28	64
	2000 (Build)	400	28	6	28	64
N.W. 18th Glisan to Lovejoy	1980 (Existing)	469	25	21	28	67
	2000 (No Build)	507	29	24	28	67
	2000 (Build)	363	20	17	28	66
N.W. 18th Lovejoy to Marshall	1980 (Existing)	259	14	12	28	64
	2000 (No Build)	303	15	12	28	64
	2000 (Build)	300	15	12	28	64
N.W. 19th Marshall to Lovejoy	1980 (Existing)	316	22	15	28	65
	2000 (No Build)	313	25	17	28	66
	2000 (Build)	284	14	10	28	64
N.W. 19th Lovejoy to Glisan	1980 (Existing)	223	18	6	29	63
	2000 (No Build)	250	20	6	29	63
	2000 (Build)	189	14	4	29	62
N.W. Lovejoy 18th to 19th	1980 (Existing)	256	17	13	24	63
	2000 (No Build)	269	18	13	24	63
	2000 (Build)	233	16	11	24	63

Existing Sound Levels:

Noise levels from heavy traffic volumes on the Stadium Freeway have a significant effect on ambient noise levels, particularly along adjacent streets. No measurements were taken, however, since freeway noise levels will not change as a result of the project.

Traffic Noise Impacts:

Three large apartment buildings will be impacted by traffic noise. See mapping details A and D. Traffic noise levels exceed the Leq 52 (interior) design noise levels for land use Category "E".* These impacts will occur under both the build and no build alternatives.

* Assumed 10 dBA exterior to interior noise reduction of a building with an open window condition. No outside activity area.

Traffic Noise Mitigation:

The design of effective sound barriers is not feasible without eliminating access to these apartments. Therefore, this mitigative measure was not investigated further.

The build alternative in itself is a traffic management noise mitigative measure. The purpose of the project is to reduce through traffic along N.W. 18th and 19th Avenues which are heavily developed with residential uses, and transfer traffic to N.W. 14th and 16th Avenues which are mainly developed with commercial and industrial uses. Traffic diverters, plus the accompanying truck route signing encouraging through truck traffic to use Raleigh Street, will be an effective noise mitigative measure.

Construction Noise:

Impacts:	Areas adjacent to the project will be exposed to additional noise levels during construction. It is anticipated that the project will utilize pavement breakers, asphalt paving equipment, and heavy trucks to haul materials.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to City of Portland and the Multnomah County Planning Department. This report should help assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate project vicinity. It is urged that the City and County remain cognizant of potential noise conflicts and that land use plans, zoning and/or building requirements be made compatible with the noise environment.

The following construction noise abatement measures will be included in the project construction specifications:

To minimize the annoying nature of construction noise, time constraints will be included in the construction specification (per the City of Portland Noise Ordinance, Title 18.10.010 as follows:

1. No person shall operate any equipment or appurtenances thereto which exceeds 85 dBA when measured at fifty feet from the source. This standard shall not apply to trucks, pile drivers, pavement breakers, scrapers, concrete saws, and rock drills.

2. Sound levels of Section 18.10.010 shall apply to all construction equipment between the hours of 6:00 p.m. to 7:00 a.m. during work days, 6:00 p.m. Saturday and 7:00 a.m. the following Monday, and on legal holidays. This shall apply to all construction activities except by variance or for reasons of emergency.

3. The adjustments to permissible sound levels established in Section 18.10.010 (b) apply to (1) and (2) above.

4. All equipment used in commercial activities shall have sound control devices no less effective than those provided on the original equipment, and no equipment shall have an unmuffled exhaust.

5. All equipment used in commercial construction activities shall comply with pertinent standards of the U.S. Environmental Protection Agency.

DIRECTION OF TRAFFIC

DER AND 15TH & ALDER
LE AND IRRIGATION

EVERETT
GLISAN
JOY/MARSHALL

STALLATION PLANS

Not Incl.

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

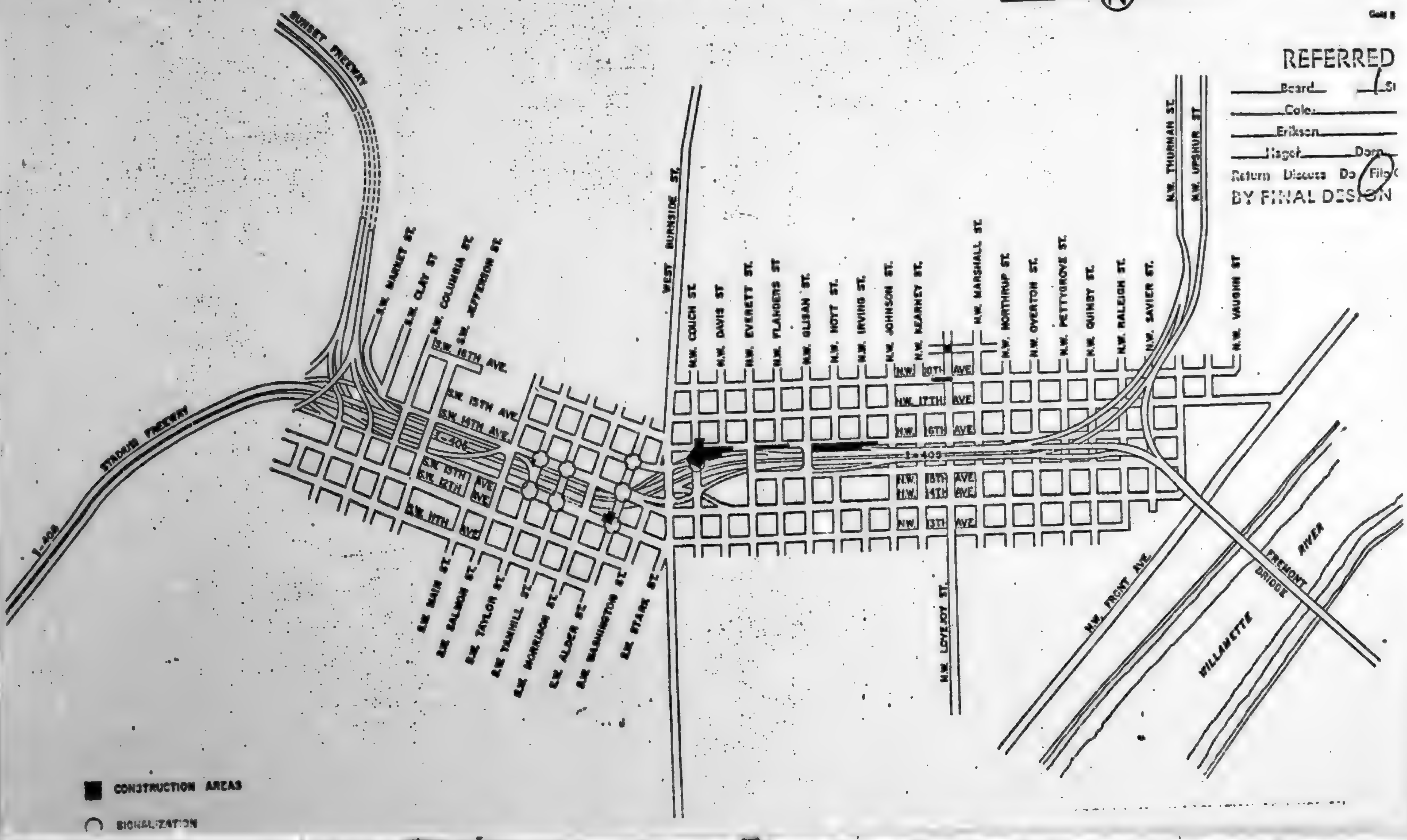
GRADING, PAVING AND SIGNALS

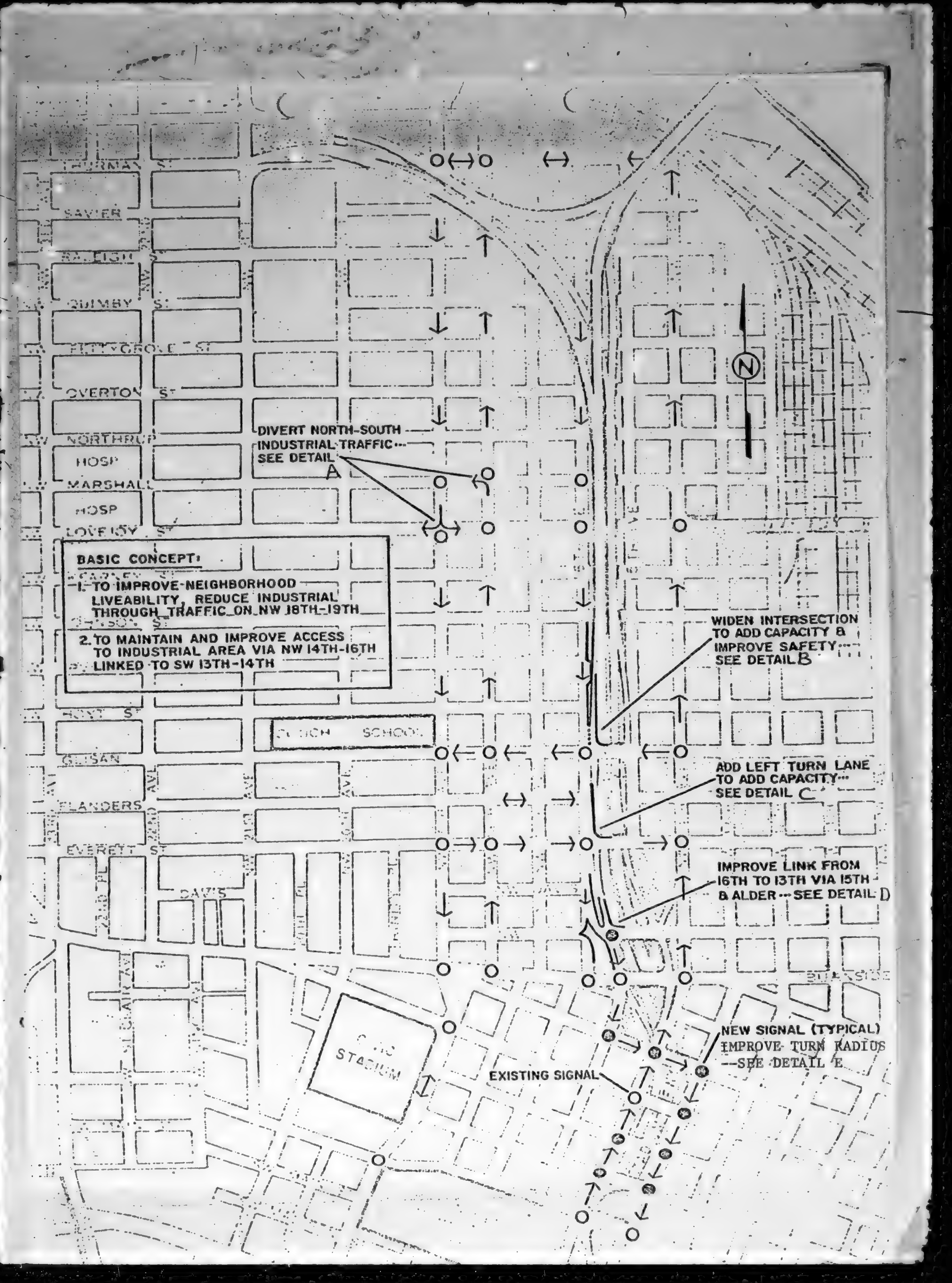
N.W. THURMAN ST.-S.W. COLUMBIA ST. (PORTLAND) SEC.

CITY STREETS (N.W. 14TH/16TH AND S.W. 13TH/14TH)

MULTNOMAH COUNTY

REFERRED
Board
Cole
Erikson
Hagel
Dorn
Return Discuss Do File
BY FINAL DESIGN


N
SUNSET FREEWAY
STADIUM FREEWAY
I-405
S.W. MARKET ST.
S.W. CLAY ST
S.W. COLUMBIA ST.
S.W. JEFFERSON ST.
S.W. 16TH AVE.
S.W. 15TH AVE.
S.W. 14TH AVE.
S.W. 13TH AVE.
S.W. 12TH AVE.
S.W. 11TH AVE.
S.W. MAIN ST.
S.W. SALMON ST.
S.W. TAYLOR ST.
S.W. YAMHILL ST.
S.W. MORRISON ST.
S.W. ALDER ST.
S.W. WASHINGTON ST.
S.W. STARK ST.
WEST BURNSIDE ST.
N.W. COUCH ST.
N.W. DAVIS ST
N.W. EVERETT ST.
N.W. FLANDERS ST
N.W. GLISAN ST.
N.W. HOYT ST.
N.W. IRVING ST.
N.W. JOHNSON ST.
N.W. KEARNEY ST.
N.W. LOVEJOY ST.
N.W. MARSHALL ST.
N.W. NORTHRUP ST.
N.W. OVERTON ST.
N.W. PETTYGROVE ST.
N.W. QUINBY ST.
N.W. RALEIGH ST.
N.W. SAVIER ST.
N.W. THURMAN ST.
N.W. UPSHUR ST
N.W. VAUGHN ST
N.W. 18TH AVE
N.W. 17TH AVE
N.W. 16TH AVE
N.W. 15TH AVE
N.W. 14TH AVE
N.W. 13TH AVE
I-405
N.W. FRONT AVE.
FREMONT BRIDGE
WILLAMETTE RIVER
CONSTRUCTION AREAS
SIGNALIZATION


THURMAN ST
SAVIER
RALEIGH ST
NW
QUIMBY ST
PETTYGROVE ST
OVERTON ST
NORTHRUP
HOSP
MARSHALL
HOSP
LOVEJOY ST
HOYT ST
SCHOOL
GLISAN
FLANDERS
EVERETT ST
DAVIS
AVE
STADIUM
BURNSIDE
N

BASIC CONCEPT:

1. TO IMPROVE NEIGHBORHOOD LIVEABILITY, REDUCE INDUSTRIAL THROUGH TRAFFIC ON NW 18TH-19TH
2. TO MAINTAIN AND IMPROVE ACCESS TO INDUSTRIAL AREA VIA NW 14TH-16TH LINKED TO SW 13TH-14TH

DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC -- SEE DETAIL A

WIDEN INTERSECTION TO ADD CAPACITY & IMPROVE SAFETY -- SEE DETAIL B

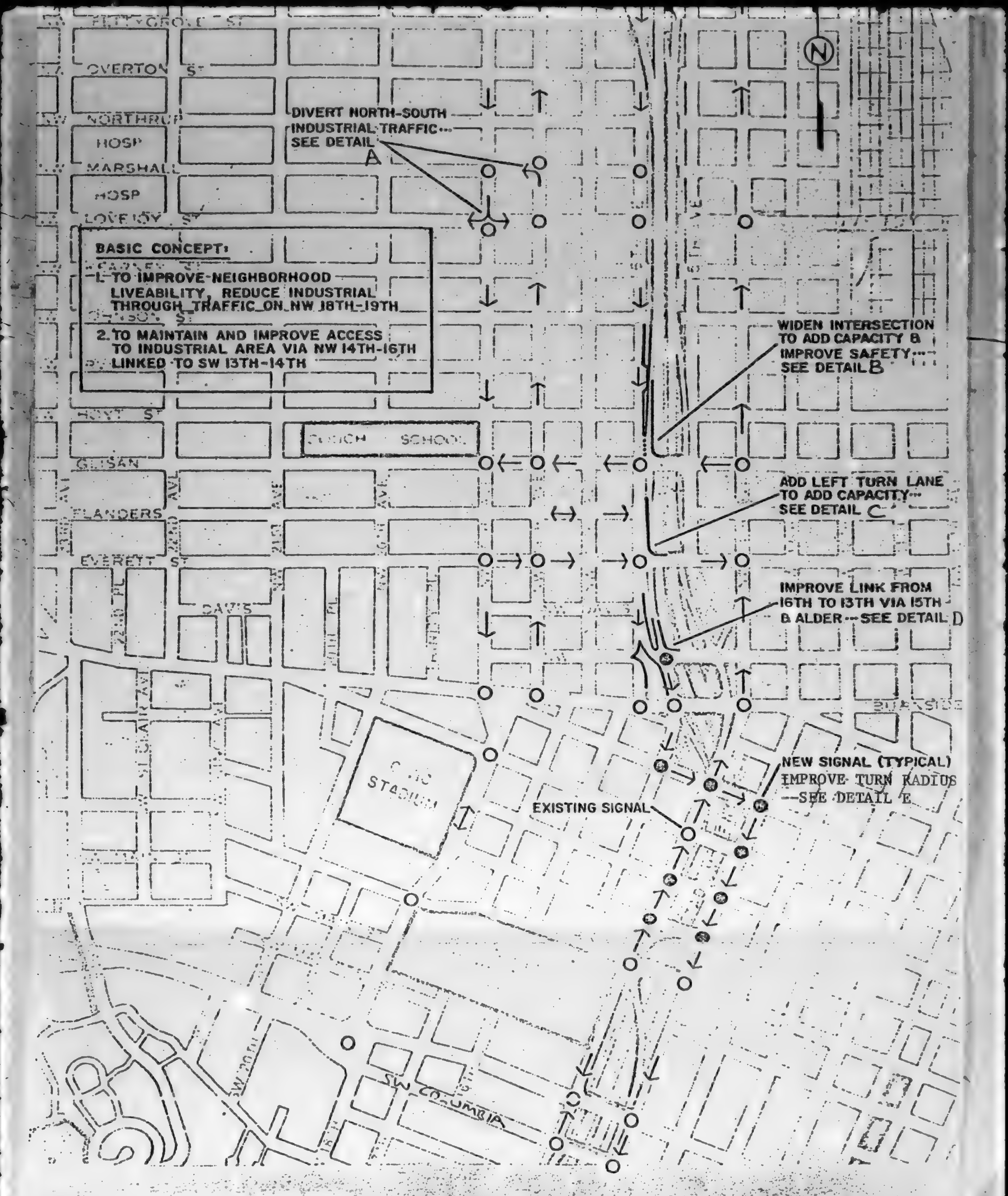
ADD LEFT TURN LANE TO ADD CAPACITY -- SEE DETAIL C

IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER -- SEE DETAIL D

NEW SIGNAL (TYPICAL)

IMPROVE TURN RADIUS --SEE DETAIL E

EXISTING SIGNAL



BASIC CONCEPT:

1. TO IMPROVE NEIGHBORHOOD LIVEABILITY, REDUCE INDUSTRIAL THROUGH TRAFFIC ON NW 18TH-19TH
2. TO MAINTAIN AND IMPROVE ACCESS TO INDUSTRIAL AREA VIA NW 14TH-16TH LINKED TO SW 13TH-14TH

DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC--- SEE DETAIL A

WIDEN INTERSECTION TO ADD CAPACITY & IMPROVE SAFETY--- SEE DETAIL B

ADD LEFT TURN LANE TO ADD CAPACITY--- SEE DETAIL C

IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER --- SEE DETAIL D

NEW SIGNAL (TYPICAL)

IMPROVE TURN RADIUS --SEE DETAIL E

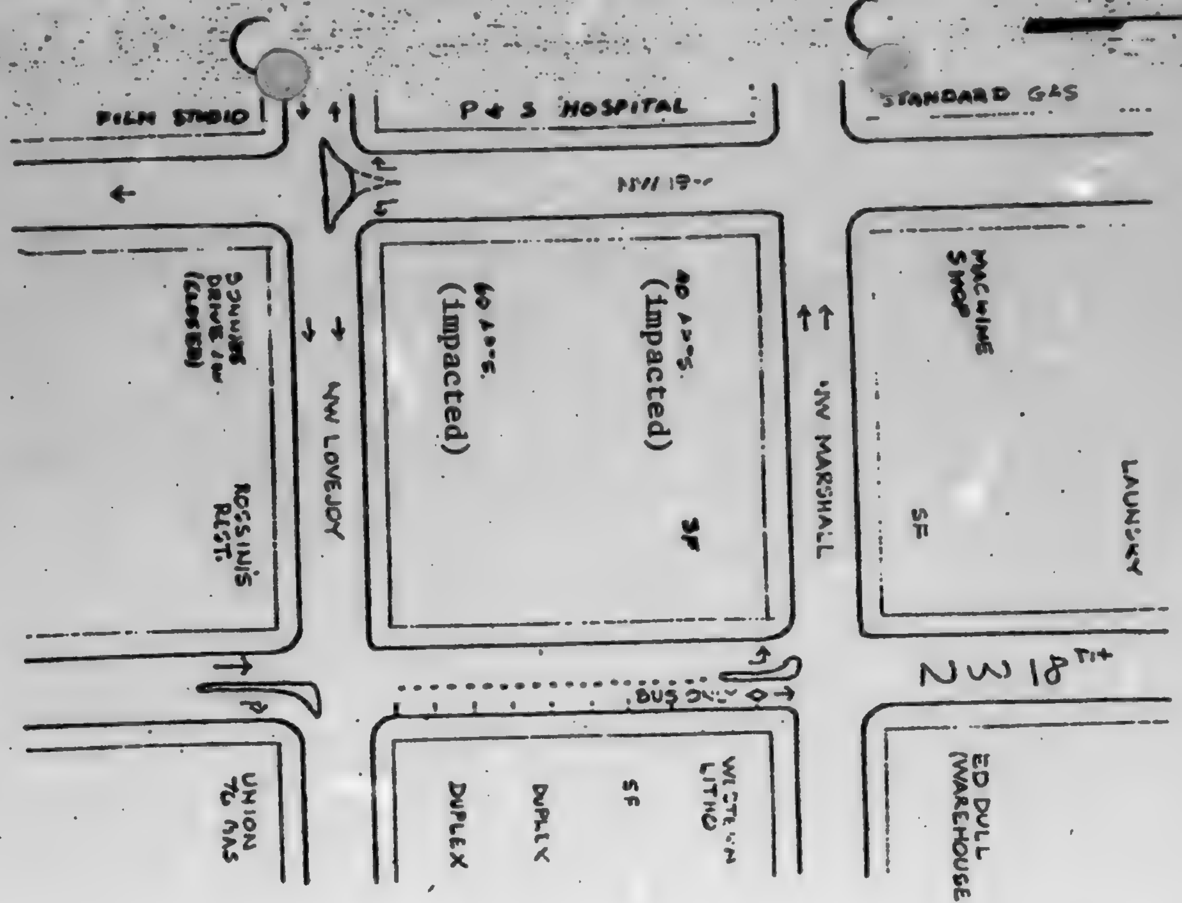
EXISTING SIGNAL

PETTYGROVE ST
OVERTON ST
NW NORTHRUP
HOSP
MARSHALL
HOSP
LOVEJOY ST
KEARNEY ST
JOHNSON ST
HOYT ST
COUCH SCHOOL
GLISAN
FLANDERS
EVERETT ST
DAVIS
BURNSIDE
CIVIC STADIUM
SW COLUMBIA
SW 20TH
ST CLAIR AVE
23RD PL
22ND AVE
21ST AVE
20TH PL
19TH AVE
14TH AVE
N

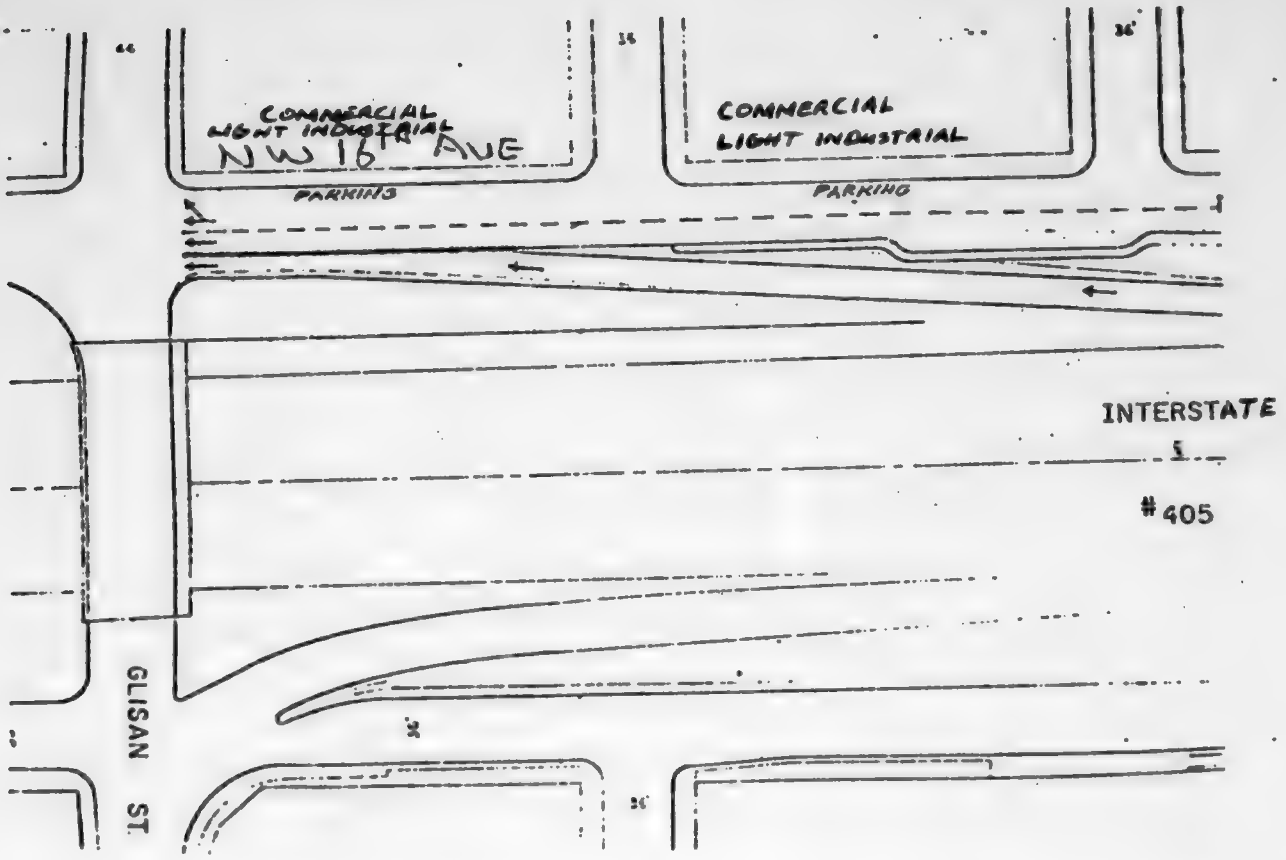
NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

MAP 1: OPTION II


FILM STUDIO
P & S HOSPITAL
STANDARD GAS
NW 17th
BONNERS DRIVE-IN (CLOSED)
ROSSINI'S REST.
NW LOVEJOY
60 APTS. (impacted)
40 APTS. (impacted)
SF
NW MARSHALL
MACHINE SHOP
SF
LAUNDRY
NW 18TH
BUS ONLY
UNION 76 GAS
DUPLEX
DUPLEX
SF
WESTERN LITHO
ED DULL (WAREHOUSE)

DETAIL A

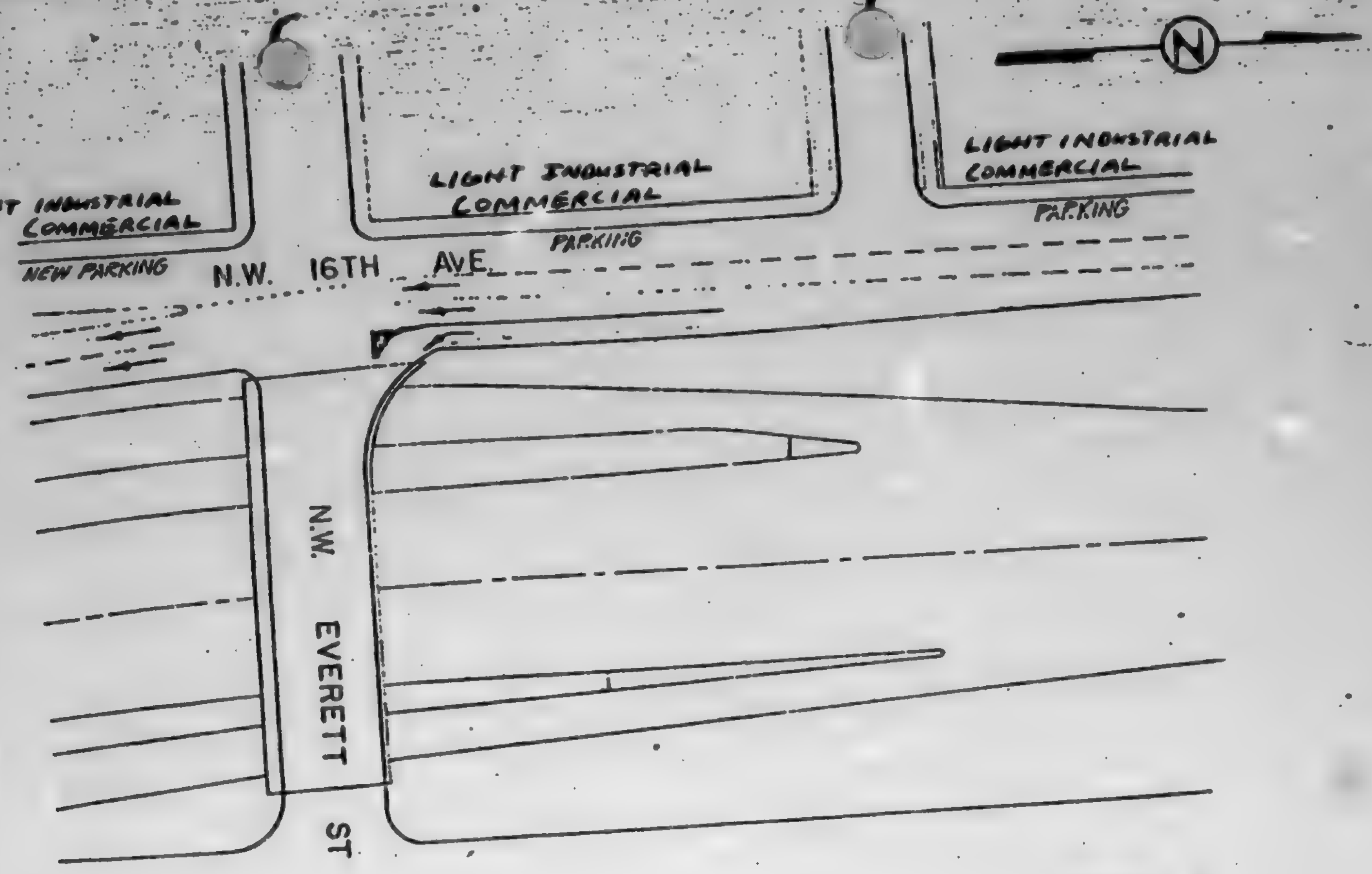

COMMERCIAL LIGHT INDUSTRIAL
NW 16th AVE
PARKING
COMMERCIAL LIGHT INDUSTRIAL
PARKING
INTERSTATE
#405
GLISAN ST.

DETAIL B

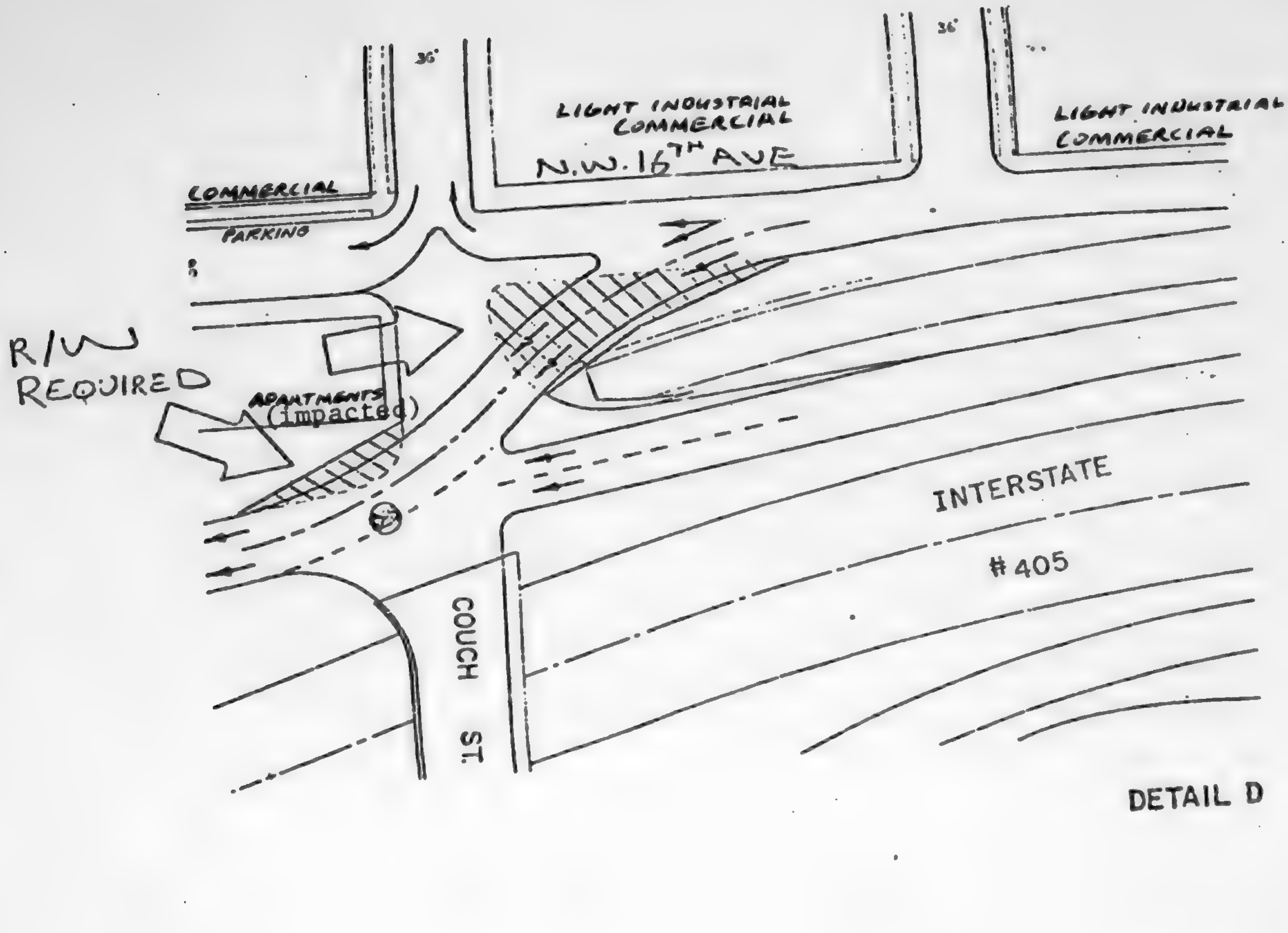
NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

OPTION IIA


N
LIGHT INDUSTRIAL COMMERCIAL
LIGHT INDUSTRIAL COMMERCIAL
LIGHT INDUSTRIAL COMMERCIAL
NEW PARKING
N.W. 16TH AVE
PARKING
PARKING
N.W. EVERETT ST

DETAIL C

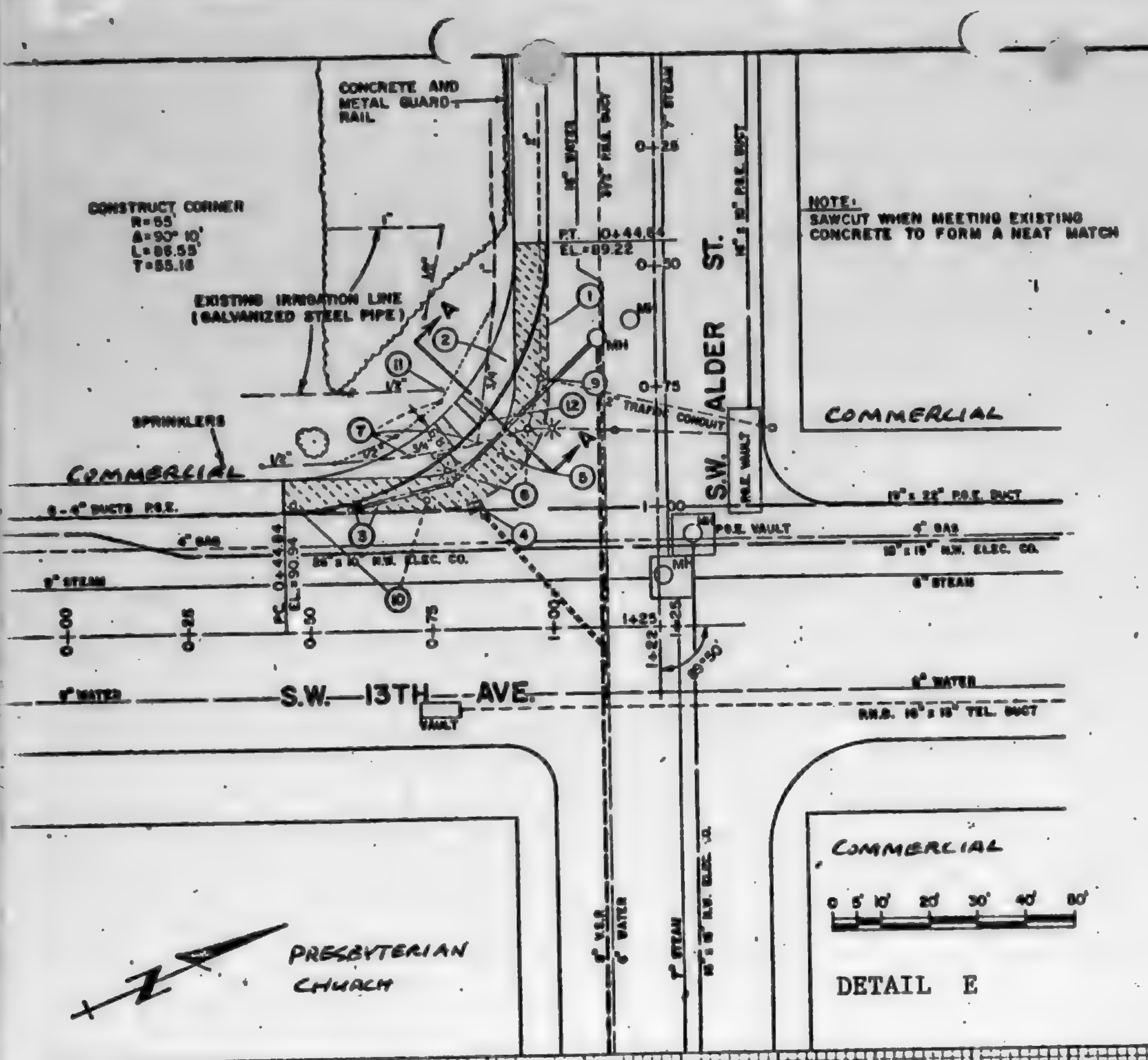

36'
36'
LIGHT INDUSTRIAL COMMERCIAL
N.W. 16TH AVE
LIGHT INDUSTRIAL COMMERCIAL
COMMERCIAL
PARKING
R/W REQUIRED
APARTMENTS (Impacted)
INTERSTATE
#405
COUCH ST.

DETAIL D

OPTION IIA

NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING


CONCRETE AND METAL GUARD RAIL
CONSTRUCT CORNER
R=55'
Δ=90° 10'
L=86.55'
T=55.16
EXISTING IRRIGATION LINE (GALVANIZED STEEL PIPE)
SPRINKLERS
COMMERCIAL
P.T. 0+44.64
EL.=89.22
0+25
0+50
0+75
1+00
1+25
1+22
MH
S.W. ALDER ST.
P.G.E. VAULT
2" TRAFFIC CONDUIT
18" x 22" P.G.E. DUCT
4" GAS
10" x 15" N.W. ELEC. CO.
6" STEAM
6" WATER
R.N.B. 16" x 18" TEL. DUCT
P.C. 0+44.94
EL.=90.94
0+00
0+25
0+50
0+75
1+00
S.W. 13TH AVE.
VAULT
COMMERCIAL
COMMERCIAL
PRESBYTERIAN CHURCH
0 5' 10' 20' 30' 40' 50'

NOTE:
SAWCUT WHEN MEETING EXISTING CONCRETE TO FORM A NEAT MATCH

DETAIL E

PIPE DATA: ALL SEWER
BE CLASS

6,

NOTES

① REMOVE EXISTING CURB AND SIDEW

② CONSTRUCT MONOLITHIC CURB AND

③ CONSTRUCT STANDARD INLET (1 TOTA
1/16 BEND, UNDER PAVEMENT 12' (TC

④ REMOVE INLET, SEAL AND ABANDON

⑤ CONSTRUCT FULL DEPTH ROADWAY,

⑥ RELOCATE EXISTING ILLUMINATION P
(SEE TRAFFIC SIGNAL PLANS).

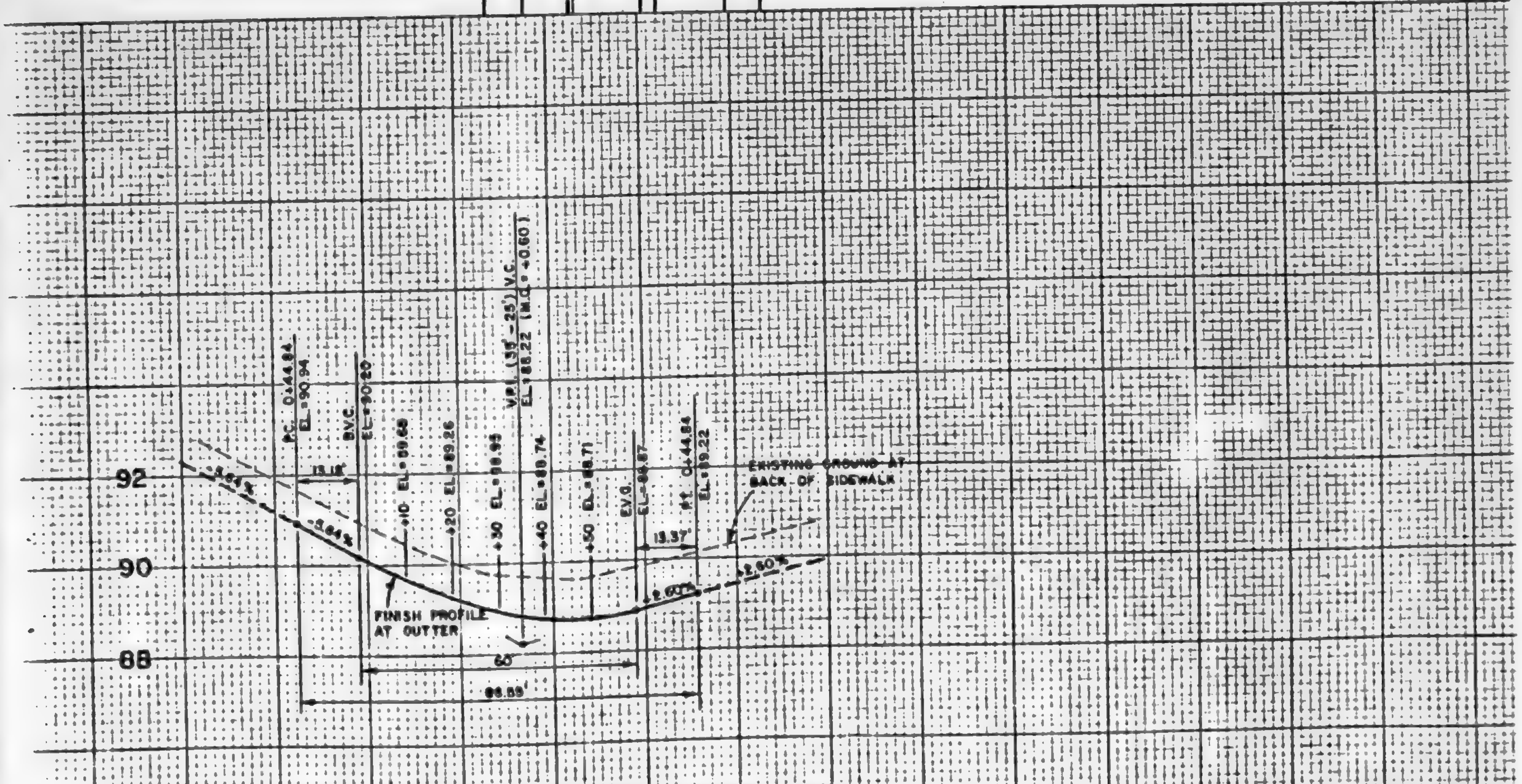
⑦ RELOCATE SPRINKLER HEADS. 2 (TOTA

⑨ MOVE TRAFFIC CONDUIT JUNCTION B

⑩ RELOCATE TRAFFIC SIGNS. 1 (TOTAL

⑪ REMOVE SPRINKLER HEAD & CAP IR
HEAD. 1 (TOTAL) SHOWN THUS —

⑫ CONSTRUCT CURB RAMP, TYPE 116



S.W. 13TH AVE. AT S.W. ALDER ST.

9401

Hig[illegible] # 726

OREGON STATE HIGHWAY [illegible]SION
120 DOT Building
Salem, Oregon 97310

8-6-81

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-000(8) Prefix 326-1960

Project Name N.W. Thurman St. - SW Colombia St. (Couplet) N.W. 14/16th & S.W. 13

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

RECEIVED
AUG 1 1981
Metro R/W Dept.

Signed at Portland, Oregon, this 6th day of August, 1981

City of Portland

State Highway Coordinator

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 11 1981

M	AM	ADM	RBR	CA	RS
IMS	AS	CE	OS	TA	RUE
0	1	2	3	4	F

Certified By Douglas J. Luth
Regional Right-of-Way Supervisor
Date 8-13-81

Instructions: Complete A or B and C.
R/W File No. __________
Rev. 1/81

9401

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change

I request approval of a program change releasing funds from the projects tabulated below in order to fund projects: 1) IX-0000(38), Arterial Street (Portland) Overlay Project No. 2, and 2), IX-0000(39), Westside Corridor Arterials Section.

PROJECT NO.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9300(4)	N.W. 26th - N.W. Glisan	PE	$ 73,500	772
IX-0000(8)	N.W. Thurman-S.W. Columbia	PE	10,725	772
IX-9926(6)	Basin-Going Interchange	R/W	33,890	823
IX-0000(27)	Arterial St. Light Conversion Prog.	CO	298,854	772
IX-9326(6)	Hollywood Dist. Trans. Proj.	PE	28,550	772
IX-9809(5)	N.E. Col. Blvd.-N.E. Weidler, Unit 1	CO	382,000	823
IX-9891(3)	S.E. Division - S.E. Powell	R/W	281,981	772
	TOTAL		$1,109,500	

Enclosed are "Revised Project Agreement Estimates" and "Modified Federal-Aid Project Agreements" for each of the tabulated projects as applicable.

JLG:pf
Enclosures

cc: R. N. Bothman, Metro
Judy Smith, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner
General Files

Form 734-3122

9401

6-10-81

1.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-0000(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90023

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/10/81

8. FEDERAL ROUTE NUMBER Various FAU Routes

9. STATE ROUTE NUMBER City Streets

10. GENERAL LOCATION:
NW Thurman Street - SW Columbia Street (Portland)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/10/81 I approve the revised Preliminary Engineering Costs to a TEC of $56,996 Federal Funds $48,800.

(Decrease TEC $12,504 Federal Funds $10,725)

RECEIVED
STATE HWY ENGR
JUN 18 '81
REFER TO Moehring
FOR
Info Inves R/O O/R Sign Act File

orig to

6/18

14. DATE 6/10/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9401

January 1981

ENGINEERS NARRATIVE

NW THURMAN STREET - SW COLUMBIA STREET
NW 14TH-16TH AND SW 13TH-14TH

PREFIX NO. 326-1980
FAU NO. IX-0000(8)

This documentation is intended to serve as a guide to the design of NW 14th-16th and SW 13th-14th from SW Columbia to NW Thurman Streets.

Location/Setting

NW 14th-16th and SW 13th-14th, located in West Portland, are major arterial couplets. They are intended to operate as one-way streets carring fairly large volumes of traffic traveling north and south through the area. Before the construction of the I-405 (Stadium) Freeway, the principle north-south couplet was 18th-19th whthin the study area between SW Columbia and NW Thurman.

Existing Problems and Conditions

Because 18th Avenue and 19th Avenue have historically been the principle couplet for the area, they are still used in that capacity by many motorists traveling through the area. There are problems on the 14th-16th and 13th-14th couplet which do not allow for a smooth flow of traffic and therefore do not operate efficiently. The combination of these two factors were the focus of study for this project.

Proposal

The proposal drafted initially by the Technical Advisory Committee was to change 18th and 19th from one-way to two-way operation and to make certain improvements on the 14th-16th and 13th-14th couplets. The Citizens Advisory group, composed of representatives of neighborhoods and businesses in the study area, were divided on whether or not the proposed changes to 18th and 19th Avenues should be done. They did, however, agree that the proposed improvements to 14th-16th and 13th-14th should be done. The decision to improve 14th-16th and 13th-14th and to leave 18th-19th relatively unchanged was the final proposal presented to and accepted by the Portland City Council.

14th-16th and 13th-14th Improvements

14th Avenue is the principal north-bound street. South-bound traffic uses 16th Avenue north of Burnside Street and 13th Avenue south of Burnside.

Traffic signals will provide major improvements to improve traffic flow and capacity on these streets. The following intersections will be provided with new signals:

SW 15th and Alder
SW 14th and Alder
SW 13th and Alder
SW 14th and Yamhill
SW 13th and Yamhill
SW 14th and Taylor
SW 13th and Taylor
NW 15th and Couch

Details of modifications of existing structures for the new signal poles at the following locations are currently being designed and will be forwarded as soon as they are completed:

SW 14th and Alder - Northeast corner
SW 14th and Alder - Southeast corner
SW 14th and Yamhill - Southeast corner

There will be minor modifications made to the existing signals at the following intersections:

NW 16th and Everett
NW 16th and Glisan
NW 18th and Lovejoy
NW 18th and Marshall
NW 19th and Lovejoy

The minor signal modifications will be performed by the City of Portland as an anticipated item. The existing and new signals will be interconnected to allow for proper timing of all signals on the couplet.

Since south-bound traffic uses 13th Avenue south of Burnside Street and 16th Avenue north of Burnside, improvements need to be made to allow for a smoother flow of traffic from 16th Avenue to 13th Avenue. Problems also exist at NW 16th and Everett and at NW 16th and Glisan.

The route for traffic traveling from NW 16th to SW 13th Avenue will be from 16th to 15th at Couch Street, then south on 15th to Alder Street, and then west on Alder Street to 13th Avenue. For this route to operate efficiently, improvements need to be made at 16th-15th and Couch, at 15th and Alder and at 13th and Alder.

SW 13th Avenue and Alder

The corner at 13th and Alder will be reconstructed to increase it from the present 25-foot radius to a radius of 55 feet. The sidewalk will be reconstructed to match the existing width of 8.5 feet. The inlet will be relocated and will require approximately 56 feet of sewer pipe to change the connection to the manhole instead of the blind connection in the street. The existing illumination pole and pole base will require relocation by others (PGE). The existing irrigation system will require modification to relocate the sprinkler heads behind the new sidewalk. Relocation of a traffic sign will be included in the contract items. A City of Portland water box will require relocation as an anticipated item.

January 1981

SW 15th Avenue and Alder

The northeast corner of 15th and Alder will be reconstructed to increase it it from the present 12-foot radius to a radius of 25.5 feet. The sidewalk will be reconstructed to property line meeting an existing concrete area. Two existing traffic signs will require relocation. A water valve will require adjustment by the City of Portland Water Bureau.

NW 15th-16th Avenues and Couch

The intersection of NW 15th-16th and Couch will be reconstructed to provide a direct connection between 15th Avenue and 16th Avenue. Traffic continuing south on 16th will be directed west-bound on Couch Street. Traffic west-bound on Couch Street will be directed south on 15th Avenue. As stated previously, a new signal system will be installed at the new intersection of 15th-16th and Couch.

The new roadway and curb alignment between 15th and 16th will be reversing 25.5 degree curves at centerline. The new roadway width will be 30 feet, allowing for two lanes of traffic. 16th Avenue will have a minimum width of 24 feet for one traffic lane and parking on one side. Couch Street will have a 20-foot width between 15th and 16th to allow for one-lane traffic without parking. The northwest corner at 16th and Couch will be reconstructed to a radius of 20 feet from the present 3-foot radius. A concrete Type "C" island will be installed at the northeast corner of 15th and Couch to prevent traffic from turning right onto the 15th off-ramp or 16th Avenue.

Sidewalks and curb ramps are located to allow for pedestrians, wheelchairs, and bicycles to use the north side of Couch Street as is presently done. The sidewalk across the median island is oriented to allow the stop line for traffic on the new roadway to be close to the 15th and Couch intersection. The 4-foot A.C. Walkway is being replaced to allow for maintenance of landscaped areas, illumination, etc. There is a 2.5-foot walkway around the landscape median for maintenance of this area. The driveway at the southwest corner of 15th and Couch will be replaced.

The existing landscaped areas have shrubs and irrigation. The shrubs and irrigation will be removed as required. Part of the irrigation system will be relocated and remodeled to allow reconnection of the main water supply to other areas of the system. The City of Portland Water Bureau will be required to relocate the water vault which supplies the system.

The new landscaped area will be in the new median and the northwest corner of 15th and Couch. This area will have bark mulch on topsoil and will be planted with Tam Junipers.

Three inlets will be removed and reconstructed as part of the project at the following locations:

NE corner of NW 15th and Couch	Type "P"
SW corner of NW 15th and Couch	Type "P"
NW corner of NW 15th and Couch	Type "G-1"
NW corner of NW 16th and Couch	Type "Standard"

A total of 28 feet of 8-inch and 20 feet of 12-inch sewer pipe will be required. An existing manhole located in the landscaped median will require adjustment.

The existing illumination in this area will require relocation or modification. One is mounted on a power pole and will be relocated by others (PGE). The other illumination to be moved will be done by the contractor, along with the pole and base. (Note that additional notes and specifications will be required on this item.) The illumination requiring modification will be changed from a single arm davit to a double arm davit on a new double arm pole.

Traffic signal work will include removal of the existing signal poles and relocation of another. A pedestrian signal pole will be removed as part of the roadway work.

Two traffic signs will be removed and three signs will be relocated. One new 4 x 4 wood post will be required.

PGE will be responsible to relocate a power pole with illumination and an underground transformer which supplies power for the illumination in this vicinity and on the I-405 (Stadium) Freeway.

NW 16th Avenue and Everett Street

The roadway approaching the intersection on NW 16th Avenue and NW Everett Street will be widened to 48.5 feet from the present 44-foot width. The concrete sidewalk and ashphalt concrete walkway will be reconstructed. The concrete width will be 3.5 feet minimum and the asphalt concrete walk will widen to a maximum width of 4 feet. The inlet at NW Flanders Street will require relocation to meet the new curb line. The existing landscaped area will be remove as required, including shrubs and the irrigation system. Part of the irrigation system will be relocated behind the new A.C. Walkway. The guardrail at NW Flanders Street will require relocation as well as three existing traffic signs. The City of Portland Water Bureau will need to relocate the water vault which is the water service supply for the irrigation system in this area. PGE will need to relocate a power pole at 16th and Flanders.

NW 16th Avenue and NW Glisan Street

The roadway north of Glisan on 16th Avenue and on the freeway off-ramp will be modified to elliminate the restriction of traffic flow at NW 16th and Hoyt and to confine the traffic from the off-ramp to one lane at 16th and Glisan.

The freeway off-ramp will be narrowed to the minimum standard width of 22 feet between curbs. From the end of the island of Glisan Street there will be placed 36" flexible traffic marker posts at 20-foot spacing to prevent traffic from attempting to turn west-bound onto NW Glisan Street. The 4-foot A.C. Walkway and concrete curb on the east side of the off-ramp will be replaced. Relocation of the irrigation system and traffic signs will be required. An illumination pole and pole base will be moved by others (PGE). The City of Portland Water Bureau will need to relocate the water service for the irrigation system in the area. The traffic island and curbed median between the off-ramp and 16th Avenue will be relocated to allow the minimum width for the off-ramp and will therefore widen 16th Avenue at Hoyt Street. This will elliminate the restriction mentioned above and improve the traffic flow. The Type "C" island, the 4-foot A.C. Walkway and concrete curbs will be reconstructed in the mdeian area. The sidewalk area adjacent to the retaining wall on NW 16th Avenue between NW Irving Street and NW Johnson Street will be narrowed, tapering to minimum width of 2.2 feet. This should not be a problem because pedestrians do not use this side of 16th Avenue. The landscaped area will be replaced in the median area and planted with Tam Junipers, which will not require irrigation. Any sprinkler heads and irrigation lines in the median will be removed as required in the construction.

General Design Criteria

CBE

The CBE requirements for the new pavement areas required on this project will be 27.0 inches. This was determined from the pavement section used during construction on the I-405 (Stadium) Freeway. At all locations the pavement section will be 2-inch class "C" on 7-inch class "B" on 9 inches of aggregate base.

Street Grades

The street grades have not been changed significantly in any area except for the new roadway between 16th Avenue and 15th Avenue at Couch Street. This new roadway will meet closely the existing street grades at NW 16th Avenue and NW 15th Avenue.

Drainage

Existing inlets will be removed and replaced one for one. No additional inlets will be required as part of this project. Note that inlets have been replaced with the same "type" if known, otherwise, the City "type" Standard was used.

Utilities

Preliminary plans are presently being reviewed by the utilities and a utility report will be available upon completion of their review. All utility coordination will be the responsibility of the City of Portland. Those utilities which are affected by the project are PGE and the City of Portland Water Bureau.

Illumination

Existing illumination will require relocation and one installation will be replaced with a double fixture.

Irrigation

New irrigation will not be required in the new landscaped areas on this project. The existing irrigation was installed as part of the I-405 (Stadium) Freeway and is currently being maintained by the Oregon State Highway Division, Western District, 9637 SW 35th Drive, Portland Oregon 97219. The removal and relocation of this irrigation system as part of this project will require coordination with the above office.

Landscaping

New landscaping areas will be 2-inch bark mulch on 2-foot minimum topsoil and planted with Tam Junipers. These plants should require no irrigation and minimum maintenance as well as unrestricting view for traffic and pedestrians.

Sidewalks and Curb Ramps

Sidewalks have been included where necessary for pedestrians and wheelchair ramps will be installed in all new sidewalks. The A.C. Walkway is not being built for pedestrian use but for maintenance purposes.

Traffic Control and Signing

Construction: Traffic control and signing during construction is detailed in the plans and all temporary protection and direction of traffic shall conform to the Manual on Uniform Traffic Control Devices.

Any striping required during construction will be done by the contractor.

Permanent signing will be needed to change the designation of the Freeway off-ramps from Glisan Street to Everett Street.

Permanent pavement striping and pavement marking will be performed by the City of Portland as an anticipated item.

Please direct any questions or comments to Mel Mohning by phone at 248-5377 or by correspondence to City of Portland, Bureau of Street and Structural Engineering, 621 SW Alder, Room 610, Portland OR 97205.

Melvin E. Mohning
Project Engineer
January 1981

9401 1-6-81 2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -0000(8)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90023

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

1-13 mcg

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	1/6/81
FEDERAL ROUTE NUMBER	Various FAU Routes
STATE ROUTE NUMBER	City Streets

GENERAL LOCATION:

NW Thurman Street - SW Columbia Street (Portland)

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/25/80 I approve the revised Preliminary Engineering Costs to a TEC of $69,500 Federal Funds $59,525.

(Increase TEC $19,500 Federal Funds $16,725)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/6/81	G. K. Hoene	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-995

9401

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 25, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80392
Project No. IX-0000(8)
N.W. Thurman St.-S.W. Columbia St. (Portland) Section
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated November 21, 1980.

Approval of this request will involve an increase of $19,500.00 in total cost and obligation of $16,725.00 in federal funds with revised financing as follows:

	TEC	FF	%
Present	$69,500.00	$59,525.00	85.77
Previous	50,000.00	42,800.00	
Difference	$19,500.00	$16,725.00	

RHZ:bke
Attachment

cc: R.N. Bothman (Metro)
F.E. Terpin
Max Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
PRO 6

TO:	D. H. Moehring Assistant State Highway Engineer	DATE:	November 21, 1980
FROM:	Frank E. Terpin Location Engineer F.E.T.	ATTN:	D. E. Swan
SUBJECT:	Thurman-Columbia Section NW 14th/16th and SW 13th/14th City of Portland Multnomah County		

A supplemental survey authorization has been initiated authorizing preliminary engineering expenditures which exceed those authorized by FHWA. To assist you in programming for additional federal participation, we offer the following explanation:

Citizen concerns over parts of the city's original proposal have resulted in revisions to the subject project. These changes are reflected in the revised Federal Aid Project and Project Category Requests.

The updated and revised construction estimate is $675,000 or $215,000 greater than 1978 estimate.

Present Authorization	$ 50,000
Additional	19,500
Total	$ 69,500

Attached is a functional breakdown.

FET:JWG:ge
Attach.

cc Max Klotz w/att

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

Engineering		AUTHORIZATION APPROVED BY FHWA			TOTAL AUTHORIZATION REQUESTED		
901	Resident Engineer		600			600	
902	Citizens involvement						
903	Payment to local government	47	000		62	500	
904	Consultant fees						
905	Final Design		500			500	
906	Bridge Design						
907	Preliminary design						
908	Field testing section (construction)						
909	Right of way descriptions		600			600	
910	Soils and geology						
911	Signing (traffic department)				3	500	
912	Landscape department						
913	Right of way - liaison & relocation						
914	Utility liaison						
915	Audits by Accounting Section						
916	Photogrammetry						
917	Inventory needs						
918	Reconnaissance and hydrology						
919	Engineering graphics						
920	Project management		400			200	
921	Specifications		500		1	000	
922	Administrative Services - engineering					200	
923	Environmental Section		400			400	
924	Department of Transportation						
925	Air monitoring						
926	Foundation investigation						
950	Training courses, conferences & seminars						
955	Employee relocation assistance program						
960	Personal leave						
975	Historical sites inventory						
980	Public hearing charges						
985	EEO monitoring expense						
986	"Non-State" employees travel						
		$ 50	000		$ 69	500	

Section: NW THURMAN - S.W. COLUMBIA

Highway: NW 14th/16th & SW 13th/14th

County: Multnomah

Prefix: 326-1960

9401

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

November 25, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80392
Project No. IX-0000(8)
N.W. Thurman St.-S.W. Columbia St. (Portland) Section
Multnomah County

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RHZ:bke
Attachment

cc: R.N. Bothman (Metro)
F.E. Terpin
Max Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

9401

Form F-39 (Rev. 9-71)

PLANNING FILE NO.________

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: NW Thurman St. - SW Columbia St.

Highway: NW 14th/16th and SW 13th/14th

County: Multnomah

Date: March 10, 1980

Authorization No.: 2

Survey Prefix: 326-1960 (Assigned by Salem office)

Description of termini, route, length, etc.: To upgrade local streets as a one-way couplet system using NW 14th/16th Avenues from Thurman to W. Burnside and SW 13th/14th from W. Burnside to SW Columbia. Overall length: 1 Mile.

Proposed: Upgrade subject streets using minor curb cut back and traffic control devices to improve couplet system.

Purpose of survey: City to perform field survey, prepare necessary environmental documents, plans, specifications, and estimate.

State to monitor PE, review plans, and complete PS&E.

Estimate of Cost

Field Survey	(901)	600
Citizen Participation	(902)	
City or County	(903)	62,500
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	600
Soils & Geology	(910)	
Traffic	(911)	3,500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	500
Administrative Services	(922)	200
Environmental	(923)	400
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Estimate of cost:

IX-0000(8) (10/16/78)
Category: 3
Funding: e(4)

Total estimated cost of survey	$69,000
Previous authorization	50,000
Additional authorization requested	19,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer

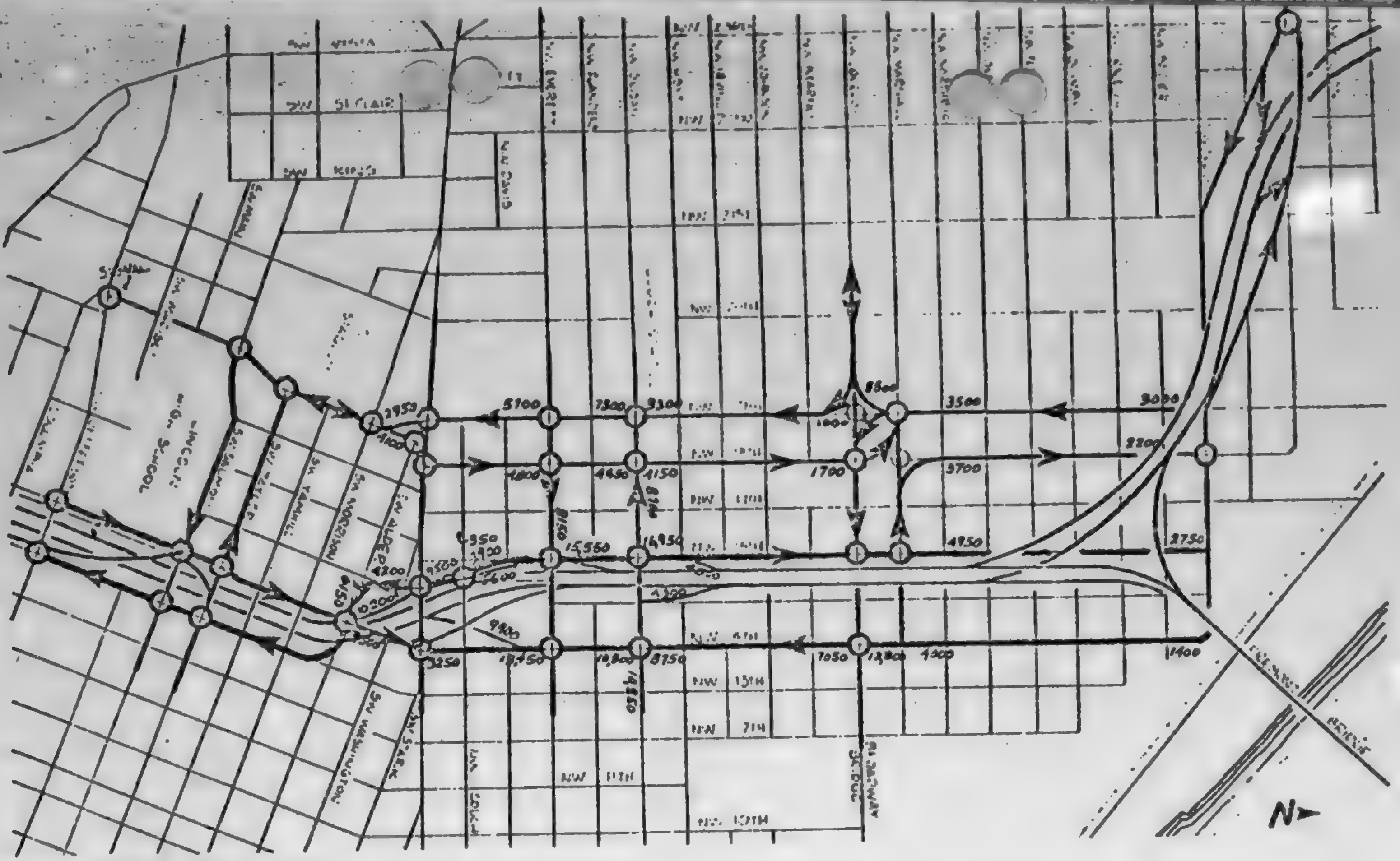
Recommended for Approval:

MAX J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
.... Location Engineer

Approved:
.... Assistant State Highway Engineer

[illegible]

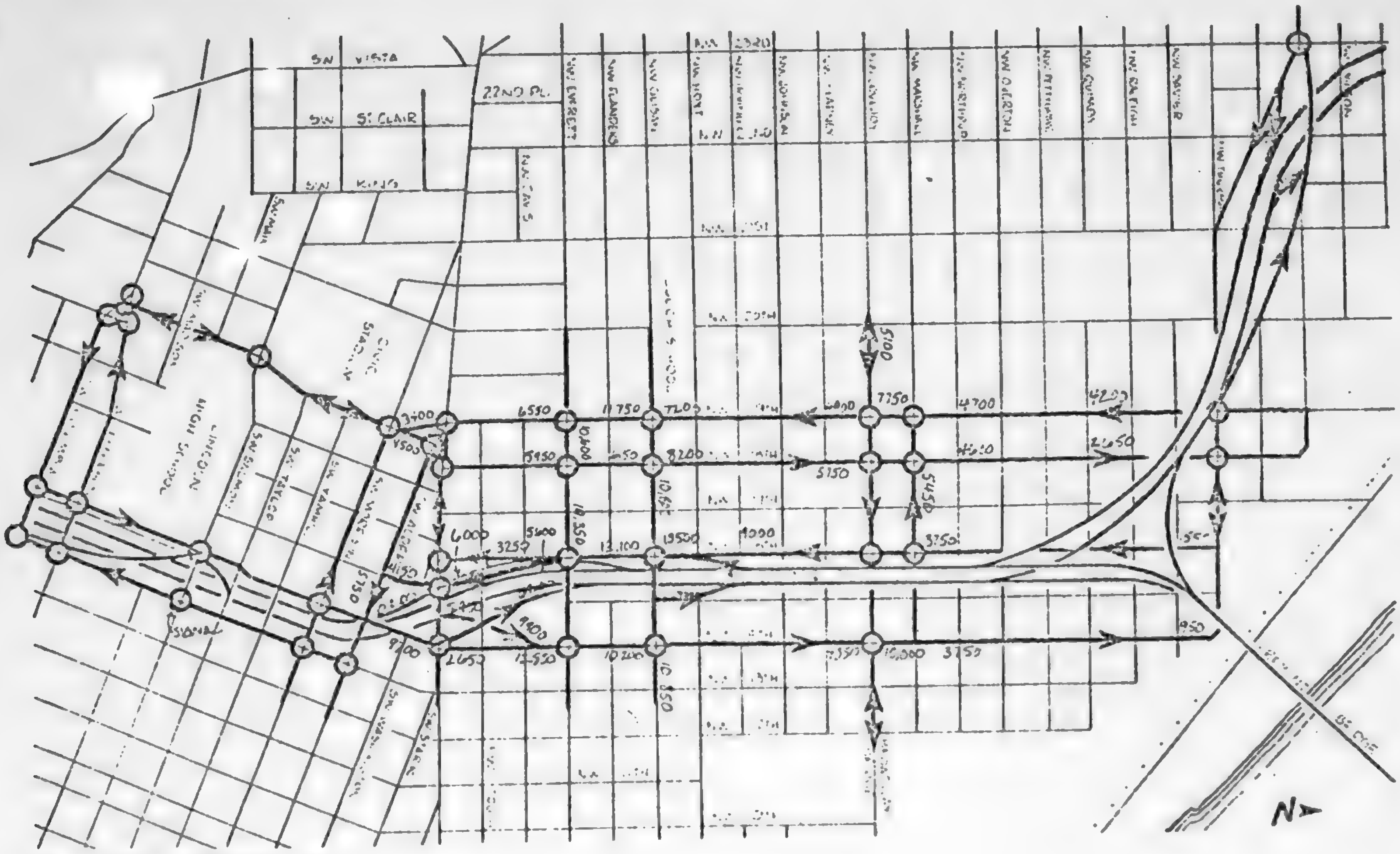

SW VISTA
SW ST CLAIR
SW KING
LINCOLN HIGH SCHOOL
N►

NW 14th/16th STUDY

BUILD OPTION II A (YEAR 2000)

PORTLAND BUREAU OF PLANNING, SEPTEMBER 1979

MAP 2

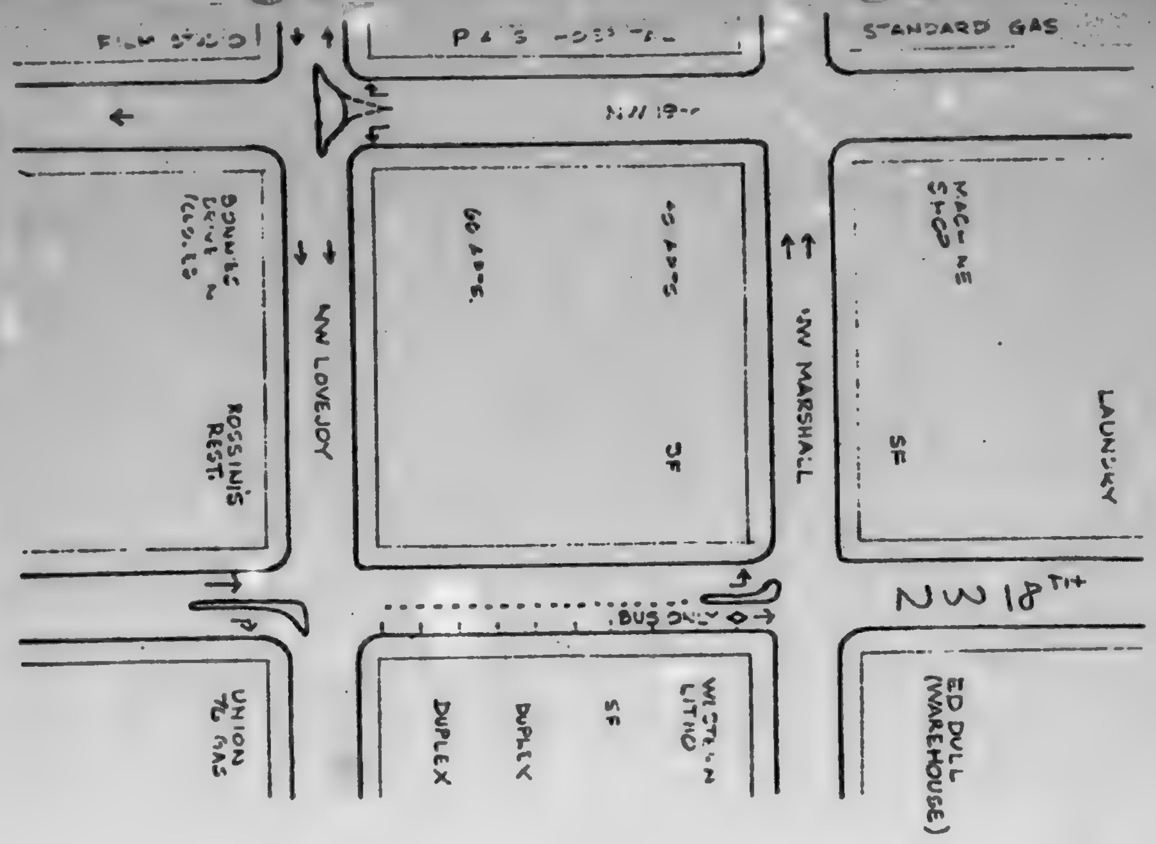

SW VISTA
SW ST CLAIR
SW KING
22ND PL.
LINCOLN HIGH SCHOOL
SIGNAL
N►

NW 14th/16th STUDY

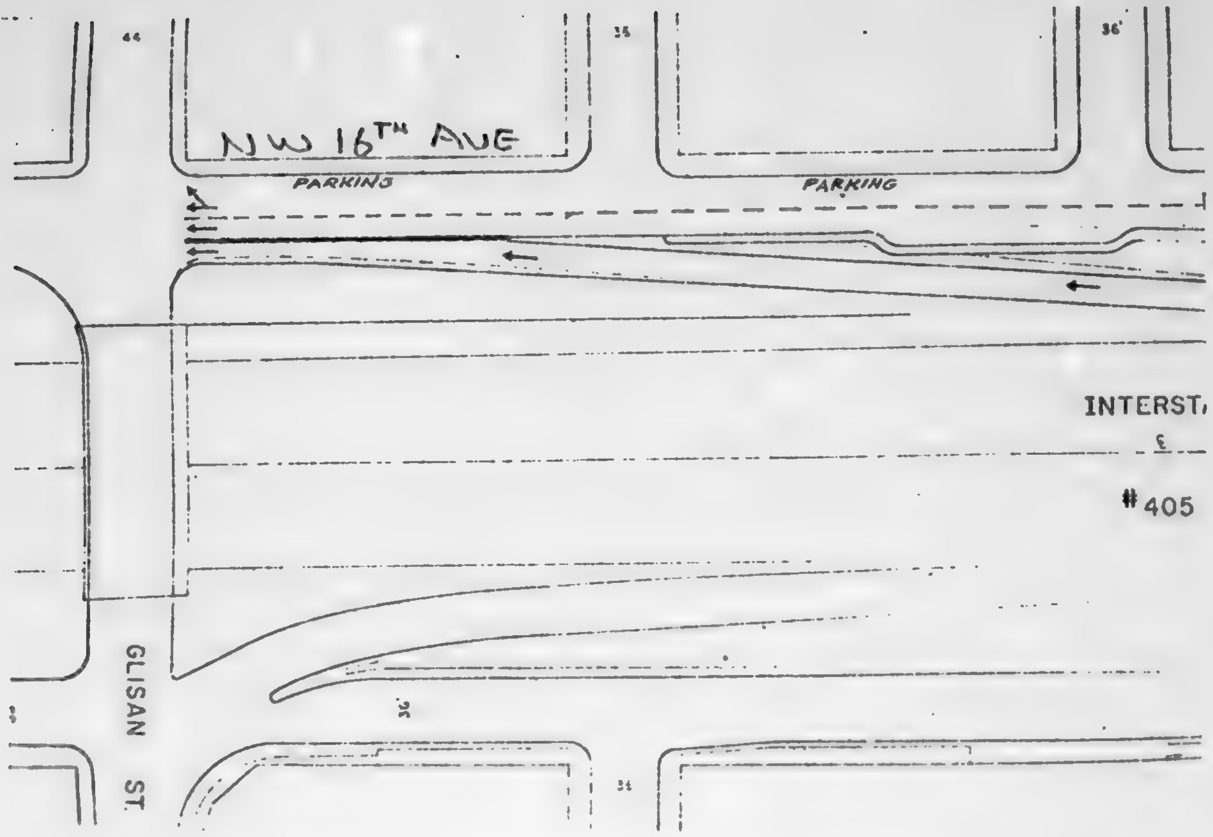
NO BUILD OPTION (YEAR 2000)

PORTLAND BUREAU OF PLANNING, SEPTEMBER 1979

MAP 3


FILM STUDIO
STANDARD GAS
NW 19th
NW LOVEJOY
NW MARSHALL
60 APTS
45 APTS
SF
MACHINE SHOP
SF
LAUNDRY
ROSSINI'S REST.
NW 18TH
BUS ONLY
UNION 76 GAS
DUPLEX
DUPLEX
SF
WESTERN LITHO
ED DULL (WAREHOUSE)

DETAIL A

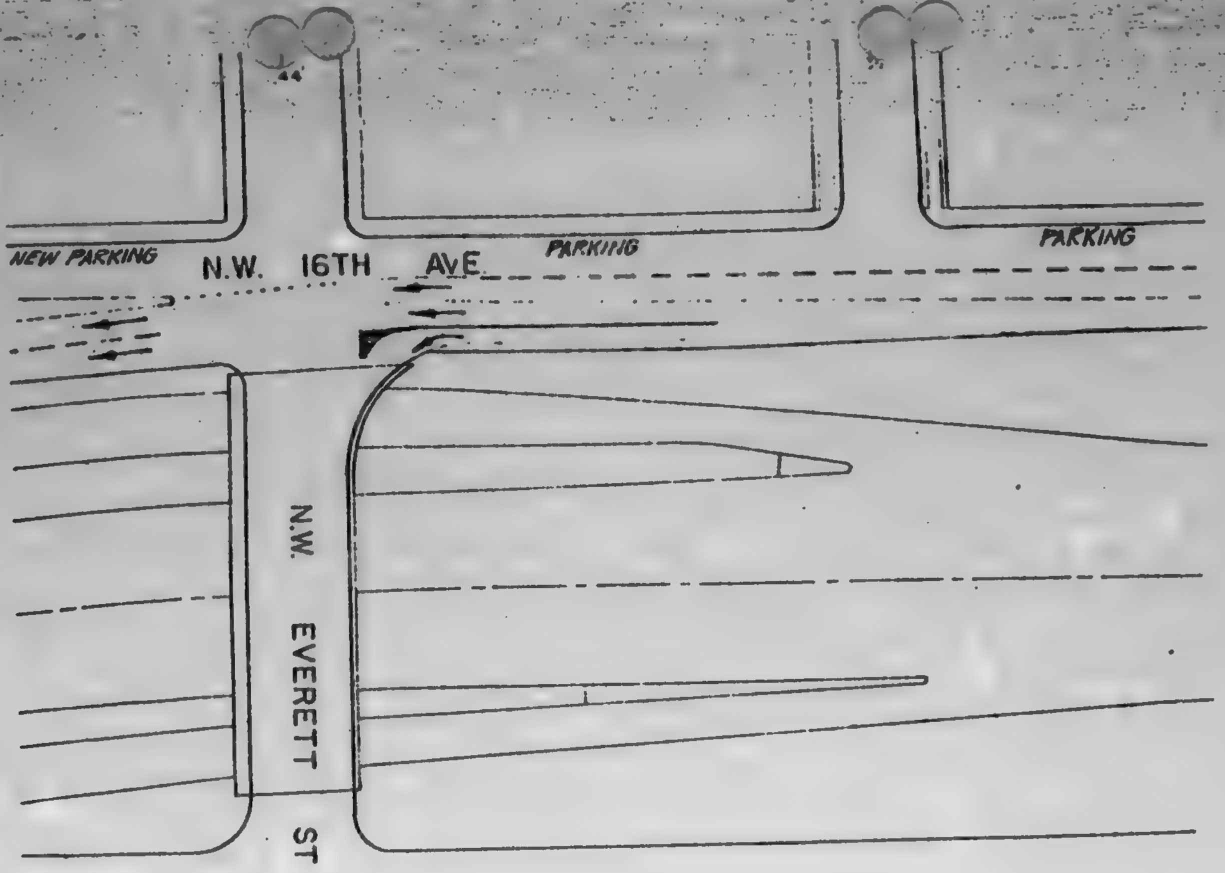

44
35
36
NW 16TH AVE
PARKING
PARKING
INTERST
#405
GLISAN ST.

DETAIL B

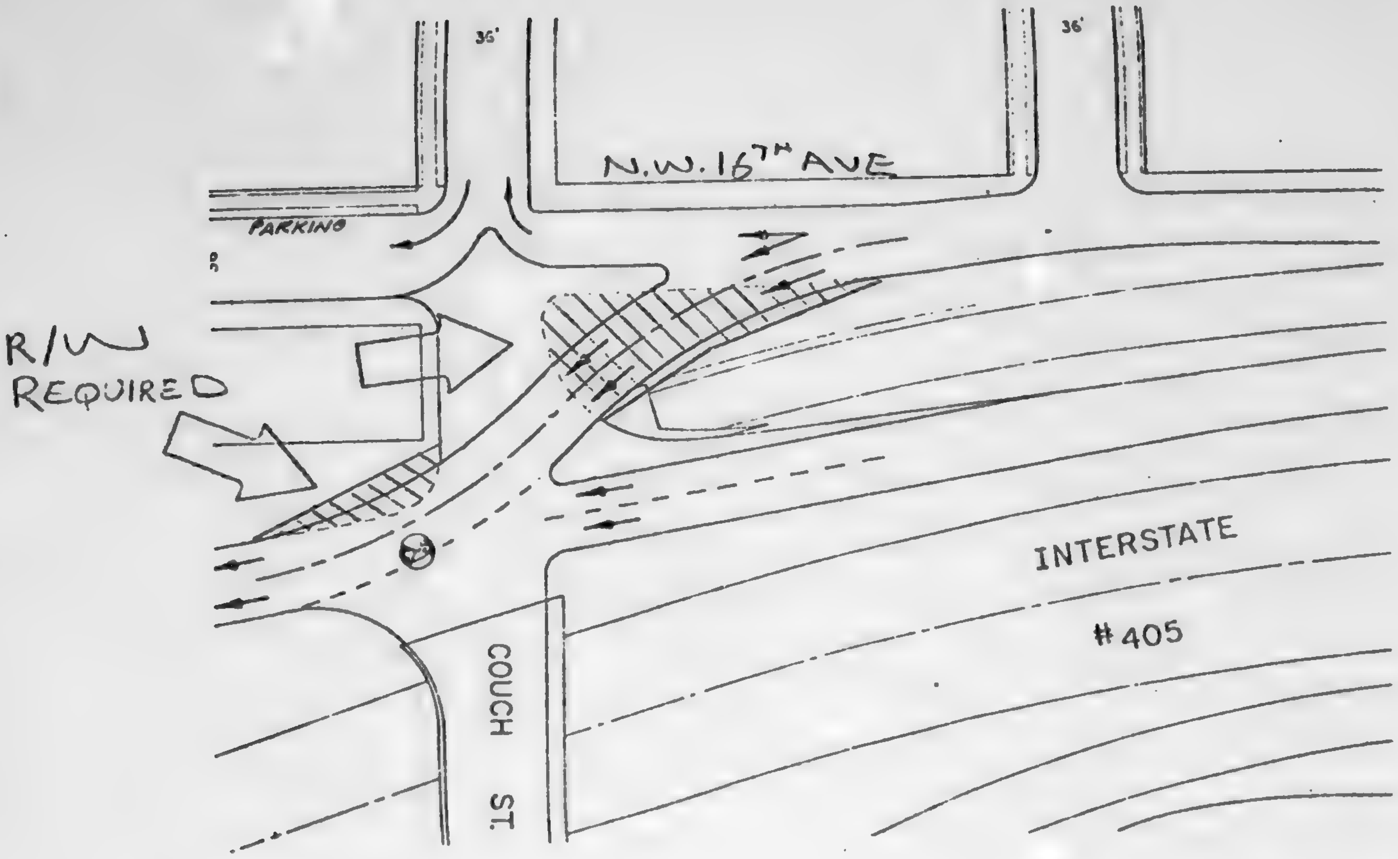
NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

OPTION IIA


44'
NEW PARKING
N.W. 16TH AVE
PARKING
PARKING
N.W. EVERETT ST

DETAIL C


36'
36'
N.W. 16TH AVE
PARKING
R/W REQUIRED
INTERSTATE
#405
COUCH ST.

DETAIL D

NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

OPTION IIA

9401

P-X 9305

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: March 10, 1980

TO: D.H. MOEHRING, Assistant
State Highway Engineer
Attn: D.E. Swan, Operations Programming Engineer

File No: 326-1960

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: NW Thurman St. - SW Columbia St.
NW 14th/16th and SW 13th/14th
City of Portland
Multnomah County

To Terpin
3-12-80

The City of Portland is requesting revisions to the subject project. This project originally received FHWA approval on October 16, 1978. Included in the attached programming packet are a revised Authority for Survey, revised Federal Aid Project Request, and a revised Project Category Request.

In these revisions, the City is deleting part of the original project, which would have converted NW 18th and NW 19th Avenues into two-way streets. Also deleted is the requirement for right-of-way from a park at SW 15th and Alder. These revisions have been made because of citizen controversy over the proposed changes to NW 18th and NW 19th Avenues, and the environmental consequences of acquiring park land for right-of-way.

In the revised project request, the City has updated the cost estimates for PE, Right-of-Way, and Construction. The authority for survey has been updated to reflect these revisions. The revised estimates are within the current MSD authorization for this project. The project authorization is listed on Page 6, Line 36, in the Quarterly TIP, MSD Staff Report No. 62.

Please request any necessary approvals for these revisions.

ECM:js

cc w/Attachment:
- G. Potter
- L. E. George
- C. T. Keasey
- P. Lewellyn
- F. E. Terpin
- D. O. Christensen
- R. Trygstad
- F. W. Yarbrough
- J. Sullivan
- W. J. Hart
- Region 1 R/W Supervisor

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
MAR 11 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9401

IX-0000(8)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date March 6, 1980

Section NW Thurman St. to SW Columbia St.

City Portland Hwy. No.

Highway NW 14/16,18/19, SW 13/14

Begin M.P. Length

County Multnomah

Program Estimate $750,000

Region Metro

Funding Source Mt. Hood Transfer

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is intended to reduce through industrial traffic in the residential area south of Lovejoy Street along the 18/19th one-way couplet. This will be accomplished by constructing traffic diverters at Lovejoy Street, on 18th and 19th Avenue. The project will also maintain and improve access to industrial areas by signing, signals, and intersection improvements along NW 14/16th couplet and SW 13/14 couplet.

C. Recommended Project Category and Documentation:

Project Category	Documentation
______ 1	Draft and Final EIS
______ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:
The proposed project is primarily a limited rerouting within a narrow downtown corridor and would produce only minor impacts to the human environment. It is therefore recommended that it be classified as a Categorical Exclusion.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2-3	2-3
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	See Attached Map #3	See Attached Map #3
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted/Estimated)	35/1-25	35/15-25

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Less than 0.10
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use:

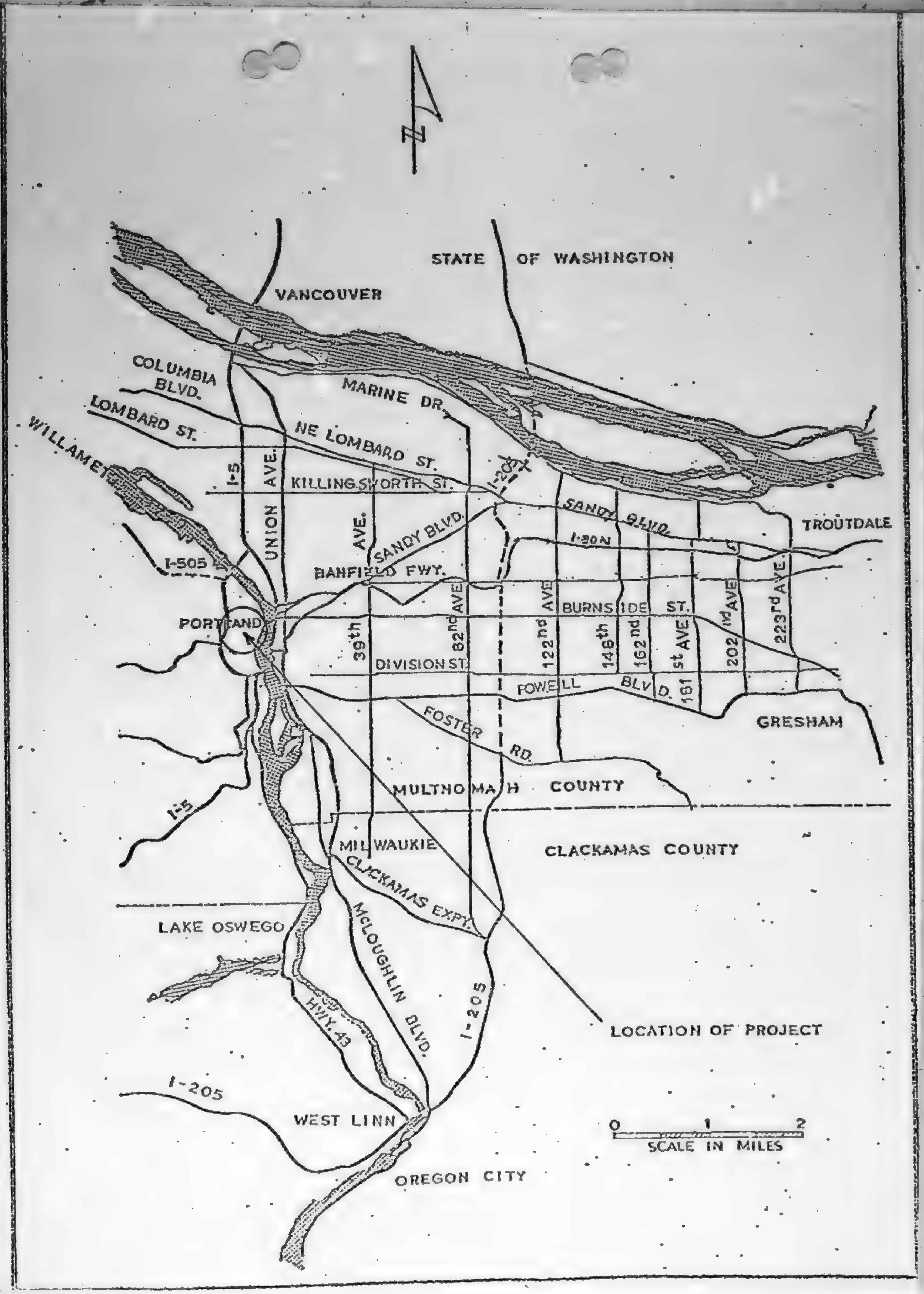
3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Traffic volumes will be reduced on the 18th/19th one-way couplet south of Lovejoy Street. Traffic flow will be improved along NW 14th/16th couplet and SW 13th/14th couplet. Pedestrian safety should be improved in the residential area south of Lovejoy Street along the 18th/19th couplet. The diverters on the 18th/19th couplet may cause increased congestion in the Good Samaritan Hospital area. Presumably, this would be a temporary impact which would diminish as familiarity with the 14th/16th and 13th/14th couplets.

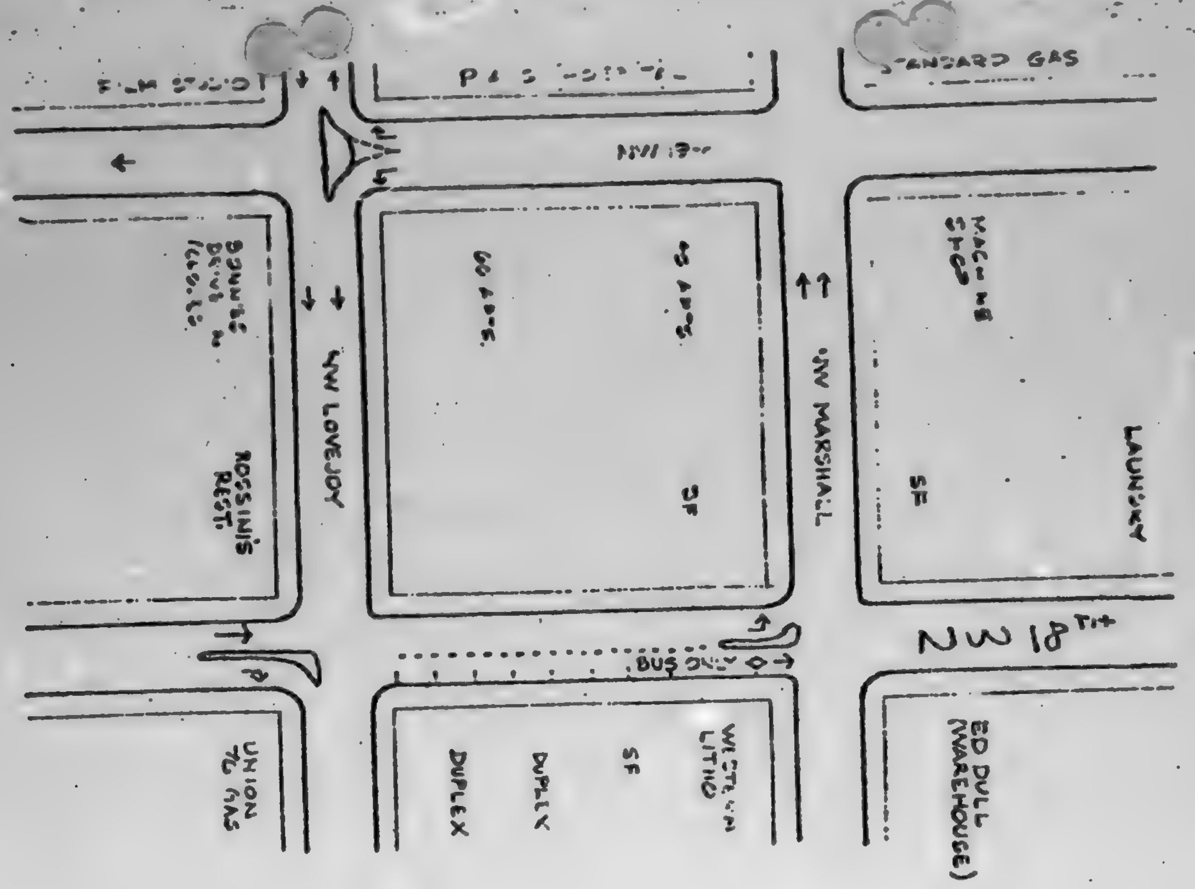
4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

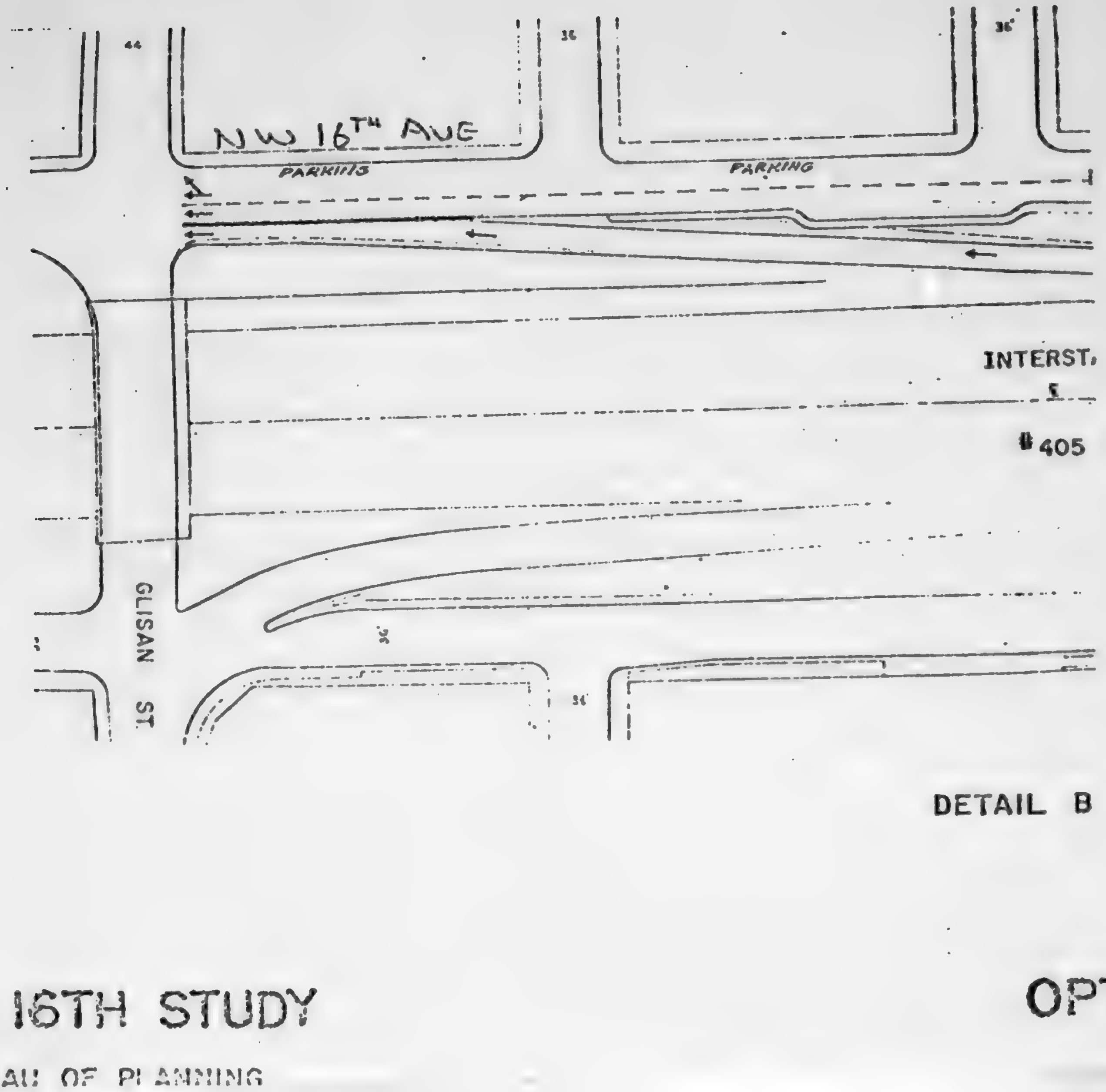
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Name of Preparer and Phone Number: TOM LOEBER 238-7438


N
STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
TROUTDALE
I-80N
AVE.
SANDY BLVD.
I-505
BANFIELD FWY.
PORTLAND
39th
82nd AVE
122nd AVE
BURNSIDE ST.
148th
162nd
181st AVE
202nd AVE
223rd AVE
DIVISION ST.
POWELL BLVD.
GRESHAM
FOSTER RD.
MULTNOMAH COUNTY
I-5
CLACKAMAS COUNTY
MILWAUKIE
CLACKAMAS EXPY.
LAKE OSWEGO
McLOUGHLIN BLVD.
I-205
HWY. 43
LOCATION OF PROJECT
I-205
WEST LINN
OREGON CITY
0
1
2
SCALE IN MILES


FILM STUDIO
STANDARD GAS
NW 19th
ROSSINI'S REST.
NW LOVEJOY
45 APTS.
SF
NW MARSHALL
MACHINE SHOP
SF
LAUNDRY
NW 18TH
BUS ONLY
UNION 76 GAS
DUPLEX
DUPLEX
SF
WESTERN LITHO
ED DULL (WAREHOUSE)

DETAIL A

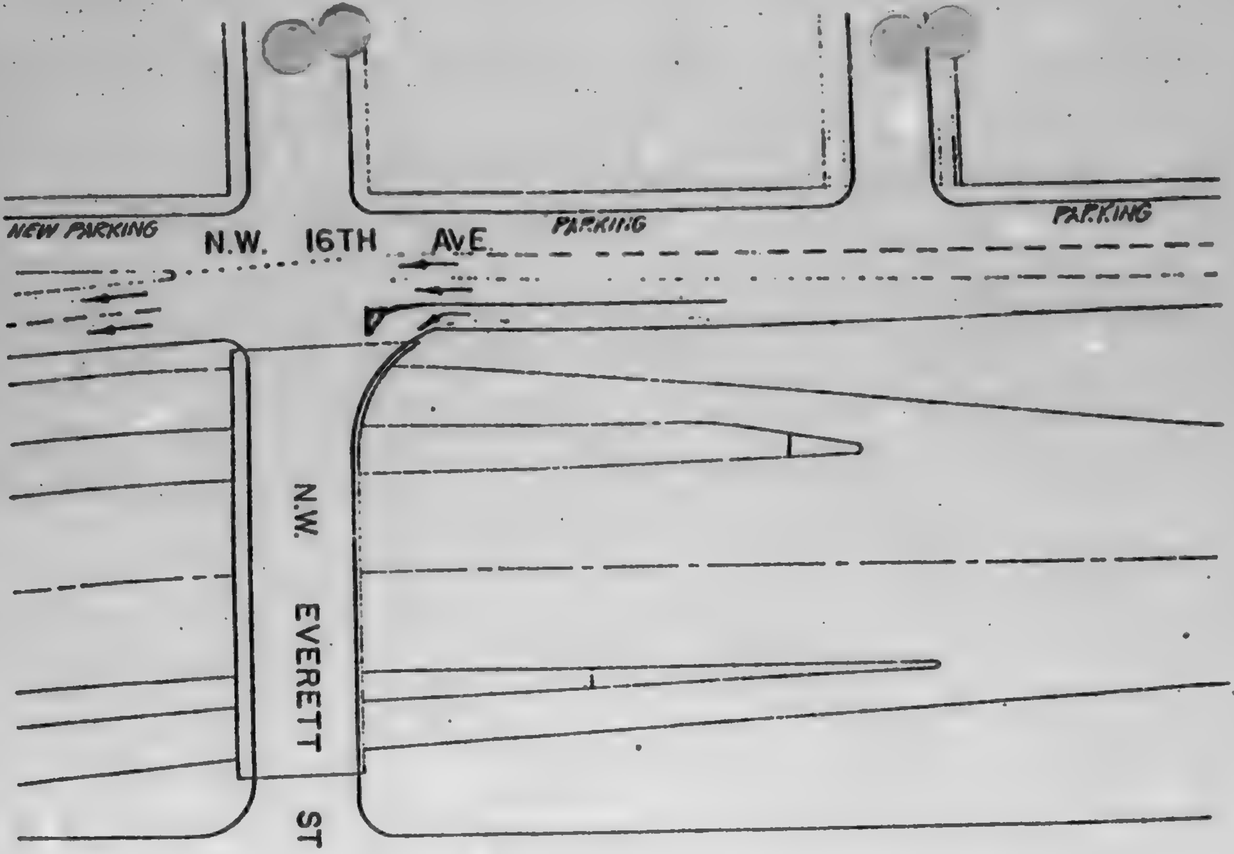

44
36
36'
NW 16TH AVE
PARKING
PARKING
INTERST. 5
# 405
GLISAN ST.
36'
36'

DETAIL B

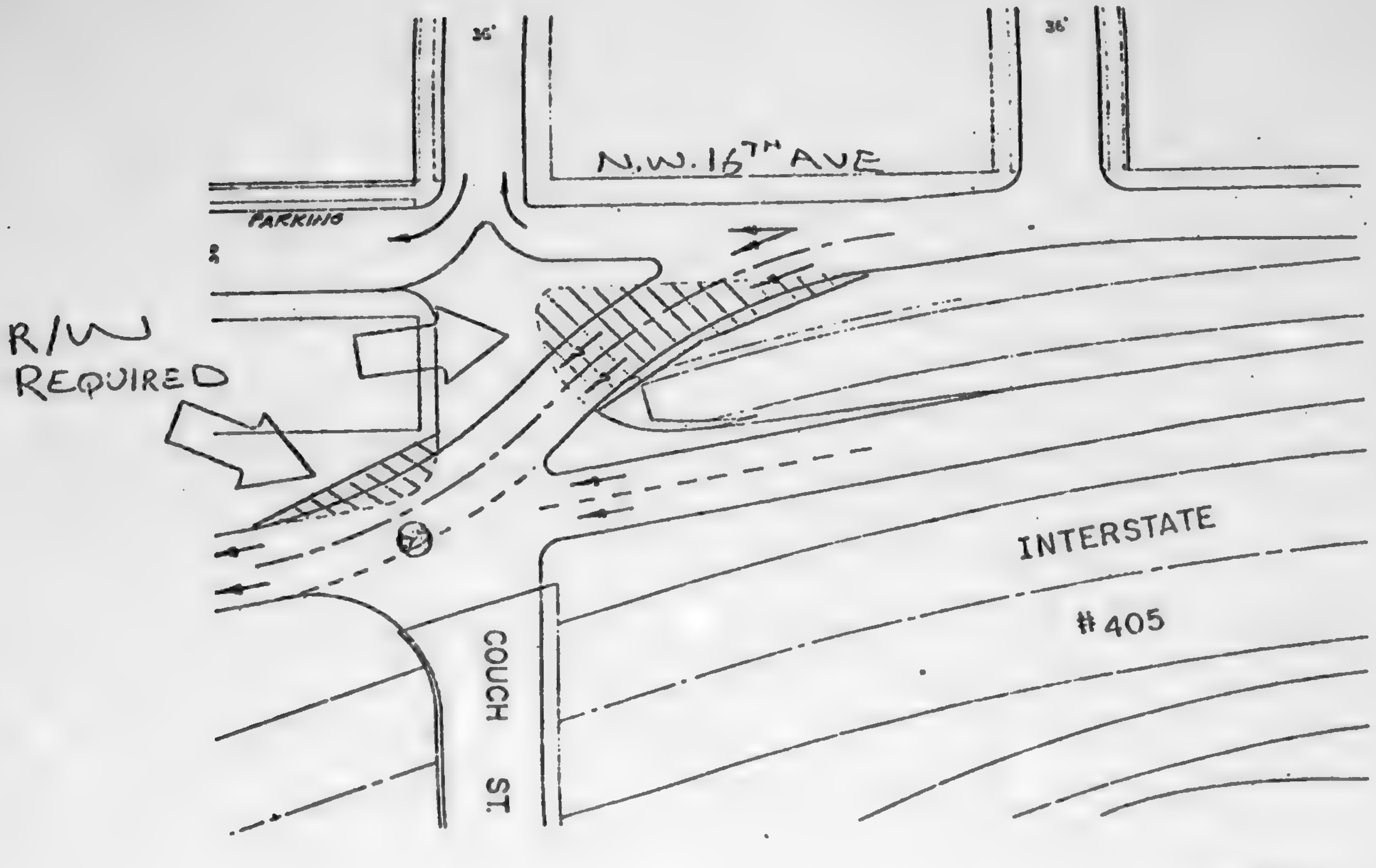
NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

OPTION IIA


NEW PARKING
N.W. 16TH AVE.
PARKING
PARKING
N.W. EVERETT ST

DETAIL C

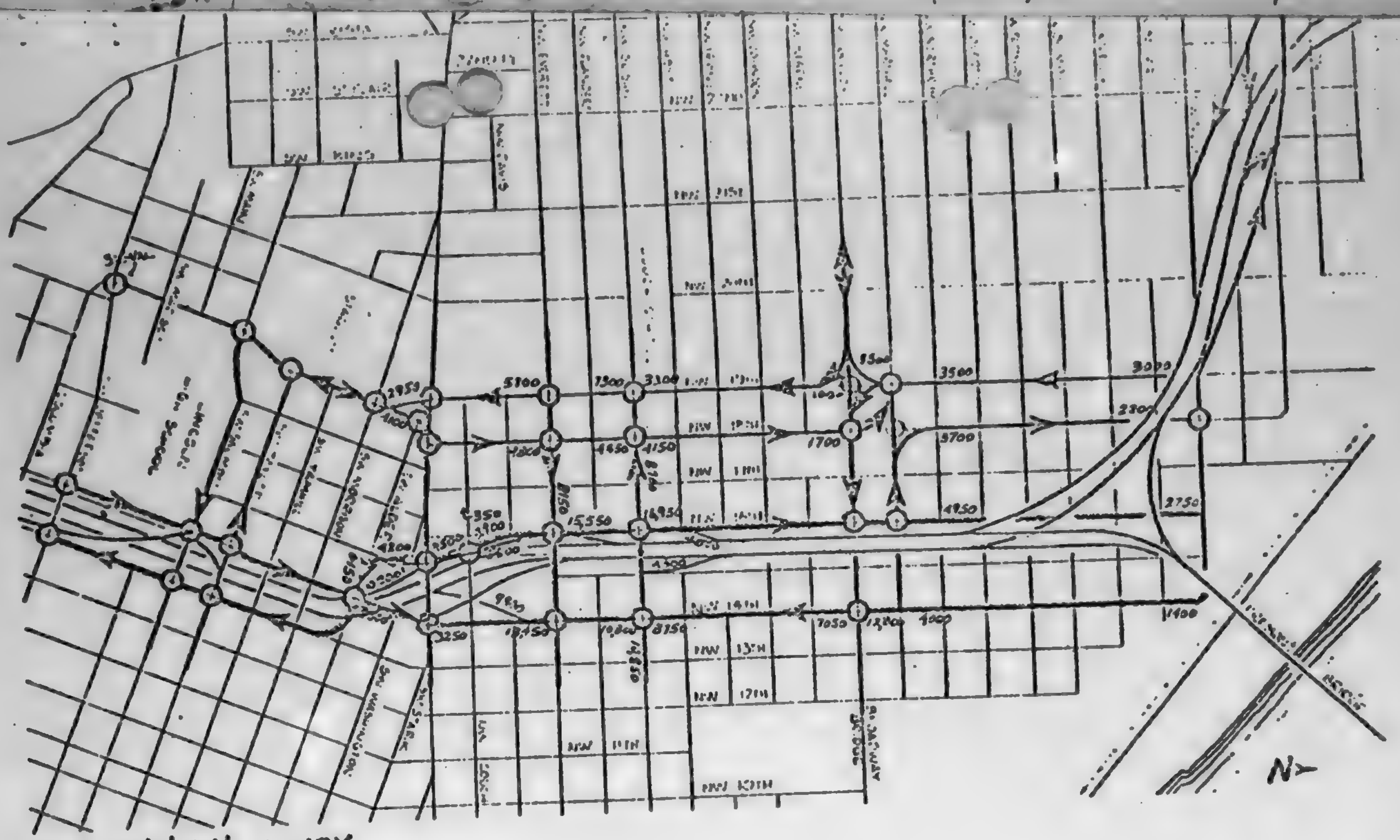

36'
36'
N.W. 16TH AVE
PARKING
R/W
REQUIRED
INTERSTATE
#405
COUCH ST.

DETAIL D

NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

OPTION IIA

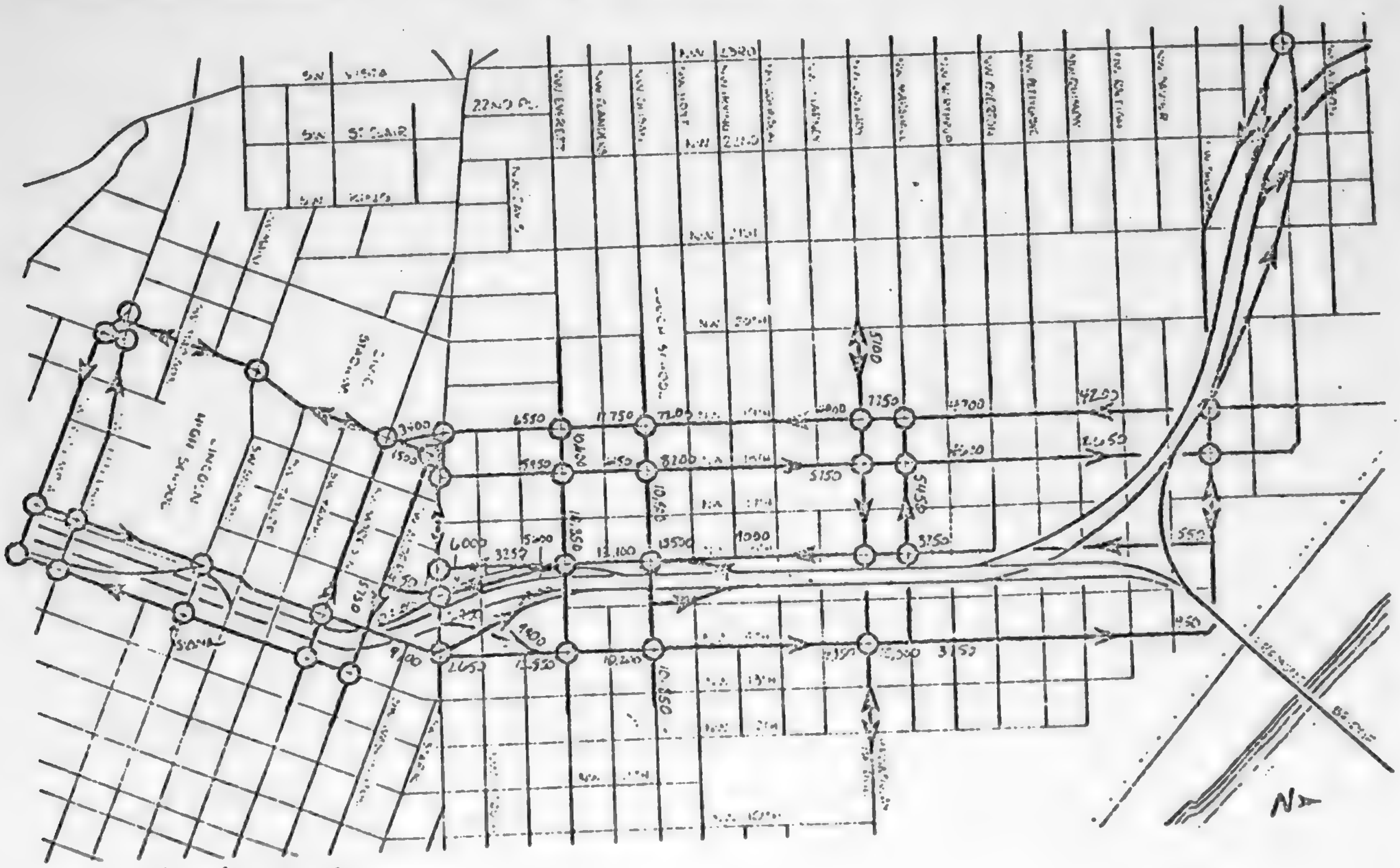


NW 14th/16th STUDY

BUILD OPTION II A (YEAR 2000)

PORTLAND BUREAU OF PLANNING, SEPTEMBER 1979

MAP 2

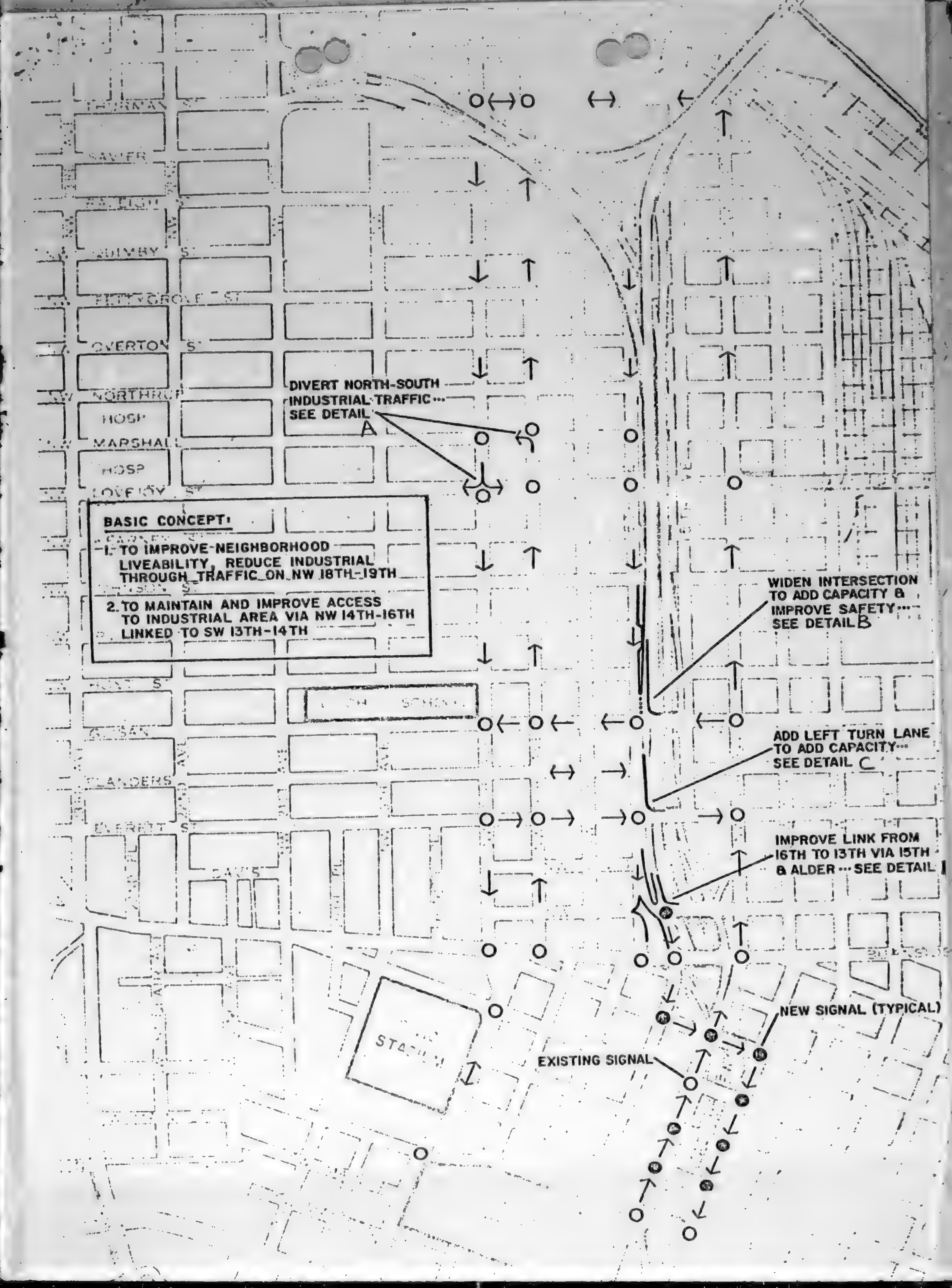


NW 14th/16th STUDY

NO BUILD OPTION (YEAR 2000)

PORTLAND BUREAU OF PLANNING, SEPTEMBER 1979

MAP 3



THURMAN ST
SAVIER
RALEIGH
QUIMBY ST
PETTYGROVE ST
OVERTON ST
NORTHRUP
MARSHALL
LOVEJOY ST
HOSP
HOSP
KEARNEY ST
JOHNSON ST
HOYT ST
HIGH SCHOOL
GLISAN
FLANDERS
EVERETT ST
DAVIS
BURNSIDE
STADIUM

BASIC CONCEPT:

1. TO IMPROVE NEIGHBORHOOD LIVEABILITY, REDUCE INDUSTRIAL THROUGH TRAFFIC ON NW 18TH-19TH
2. TO MAINTAIN AND IMPROVE ACCESS TO INDUSTRIAL AREA VIA NW 14TH-16TH LINKED TO SW 13TH-14TH

DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC... SEE DETAIL A

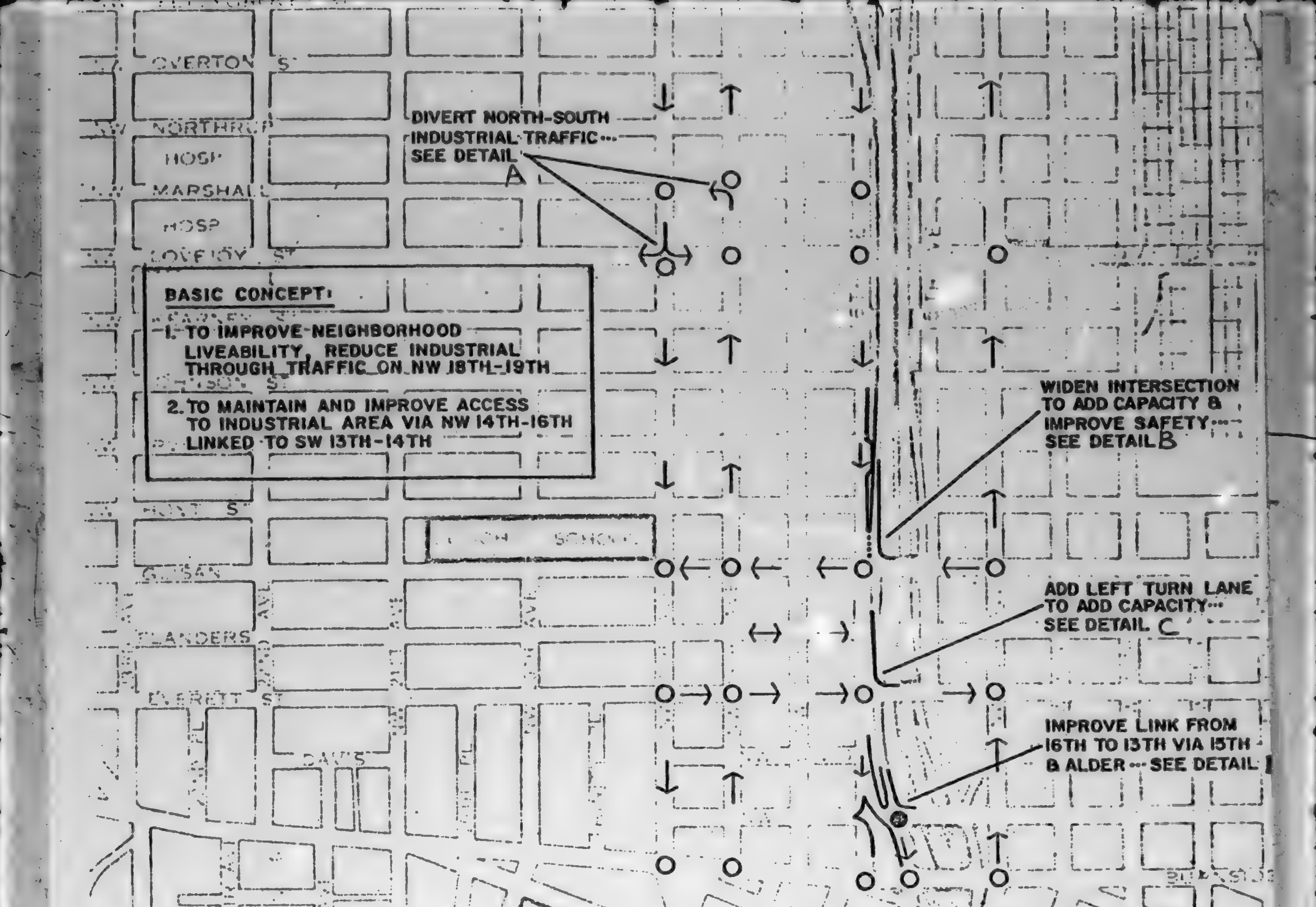
WIDEN INTERSECTION TO ADD CAPACITY & IMPROVE SAFETY... SEE DETAIL B

ADD LEFT TURN LANE TO ADD CAPACITY... SEE DETAIL C

IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER... SEE DETAIL

NEW SIGNAL (TYPICAL)

EXISTING SIGNAL


OVERTON ST
NW NORTHRUP
HOSP
MARSHALL
HOSP
LOVEJOY ST
DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC... SEE DETAIL A
BASIC CONCEPT:
1. TO IMPROVE NEIGHBORHOOD LIVEABILITY, REDUCE INDUSTRIAL THROUGH TRAFFIC ON NW 18TH-19TH
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WIDEN INTERSECTION TO ADD CAPACITY & IMPROVE SAFETY... SEE DETAIL B
HOYT ST
HIGH SCHOOL
GLISAN
FLANDERS
EVERETT ST
DAVIS
ADD LEFT TURN LANE TO ADD CAPACITY... SEE DETAIL C
IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER... SEE DETAIL
STADIUM
NEW SIGNAL (TYPICAL)
EXISTING SIGNAL
SW COLUMBIA

NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

MAP 1: OPTION II

9401

ON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date 1/29/80

Section NW Thurman St. to SW Columbia St.

City Portland Hwy. No.

Highway NW 14/16. 18/19, SW 13/14

Begin M.P. Length

County Multnomah

Program Estimate $750,000

Region Metro

Funding Source Mt. Hood Transfer

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives): The proposed project is intended to reduce through industrial traffic in the residential area south of Lovejoy St. along the 18/19th one-way couplet. This will be accomplished by constructing traffic diverters at Lovejoy Street, on 18th and 19th Avenue. The project will also maintain and improve access to industrial areas by signing, signals, and intersection improvements along NW 14/16th couplet and SW 13/14 couplet.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Since the proposed project is primarily a limited rerouting within a narrow downtown corridor, it would produce only minor adverse impacts to the human environment. It is therefore recommended that it be classified as a Categorical Exclusion.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2-3	2-3
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	See Attached Map #3	See Attached Map #3
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted/Estimated)	35/10-25	35/15-25

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Less than 0.10
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use: None.

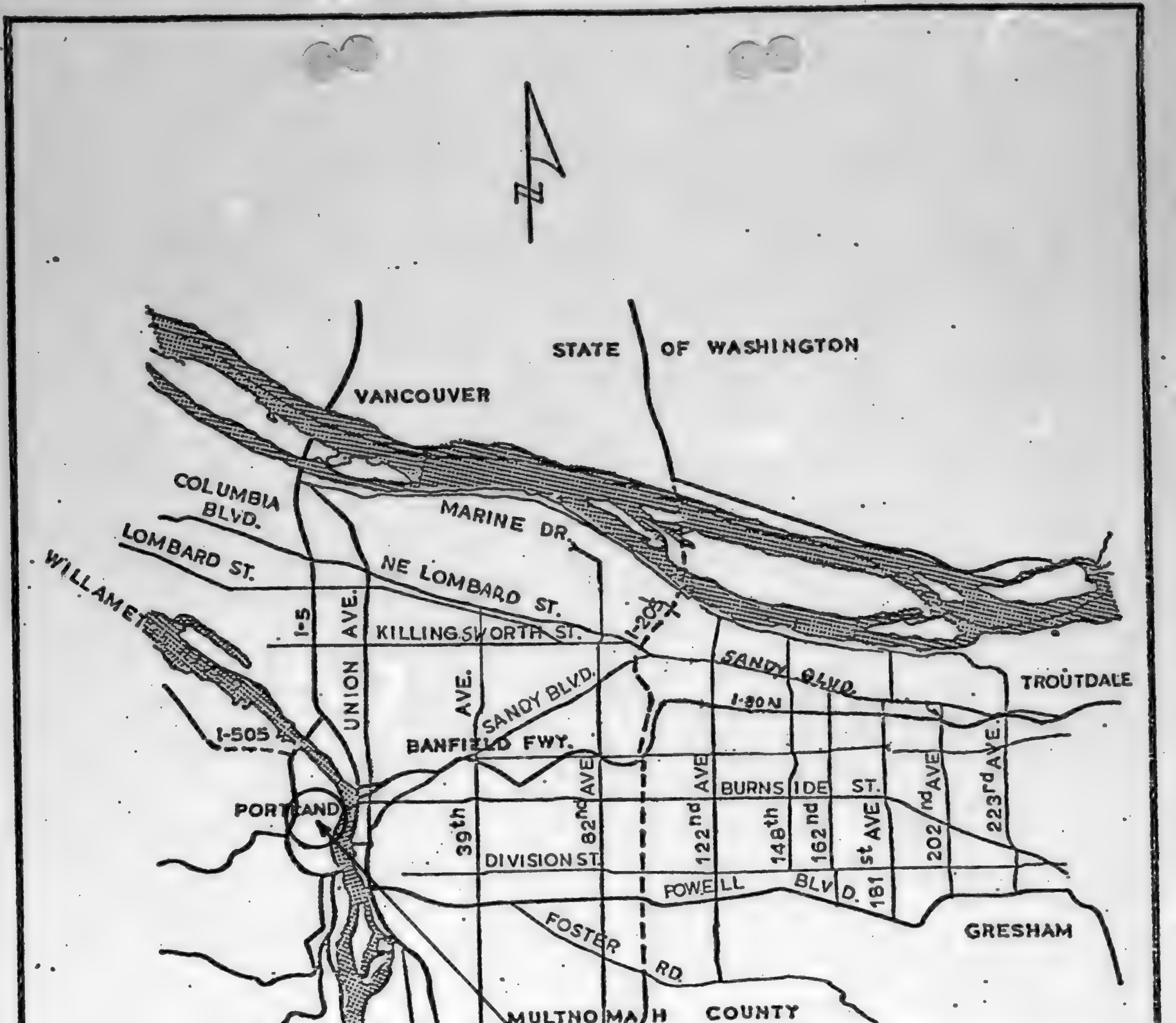
3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Traffic volumes will be reduced on the 18th/19th one-way couplet south of Lovejoy Street. Traffic flow will be improved along NW 14th/16th Couplet and SW 13th/14th Couplet. Pedestrian safety should be improved in the residential area south of Lovejoy Street along the 18th/19th Couplet. The diverters on the 18th/19th couplet may cause increased congestion in the Good Samaritan Hospital area. Presumably, this would be a temporary impact which would diminish as familiarity with the 14th/16th and 13th/14th couplets.

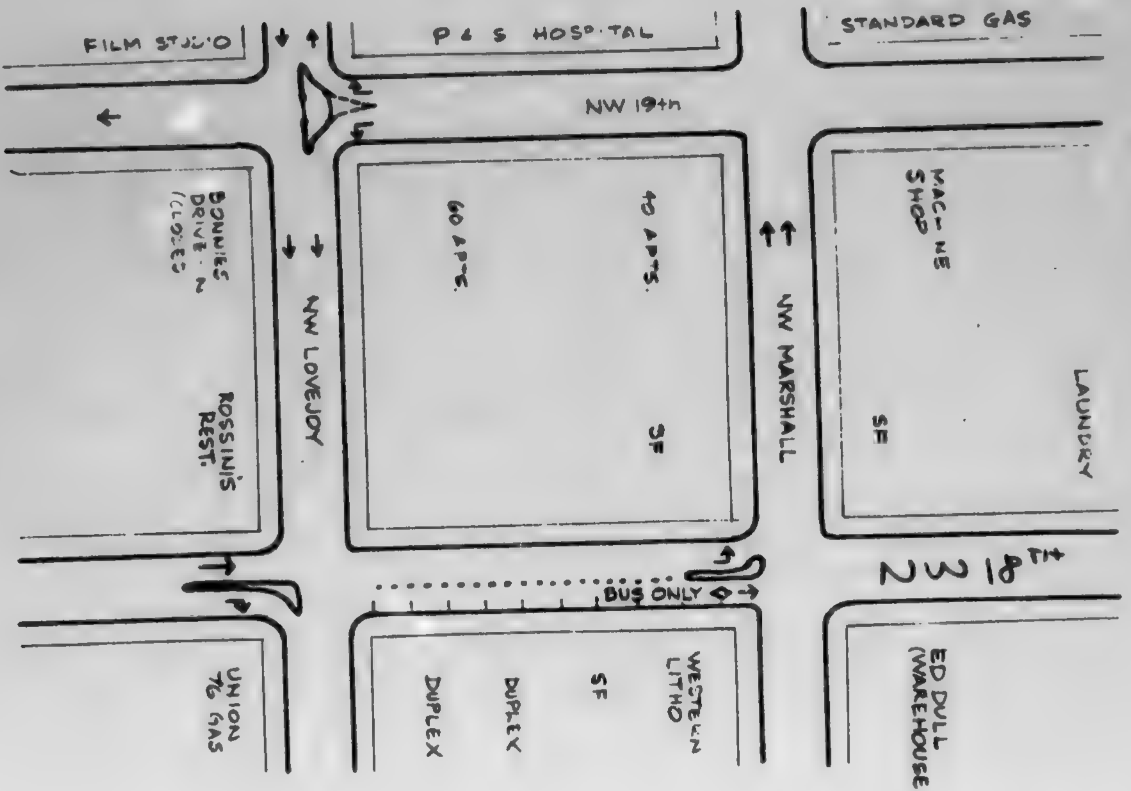
4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources: None.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources: None.

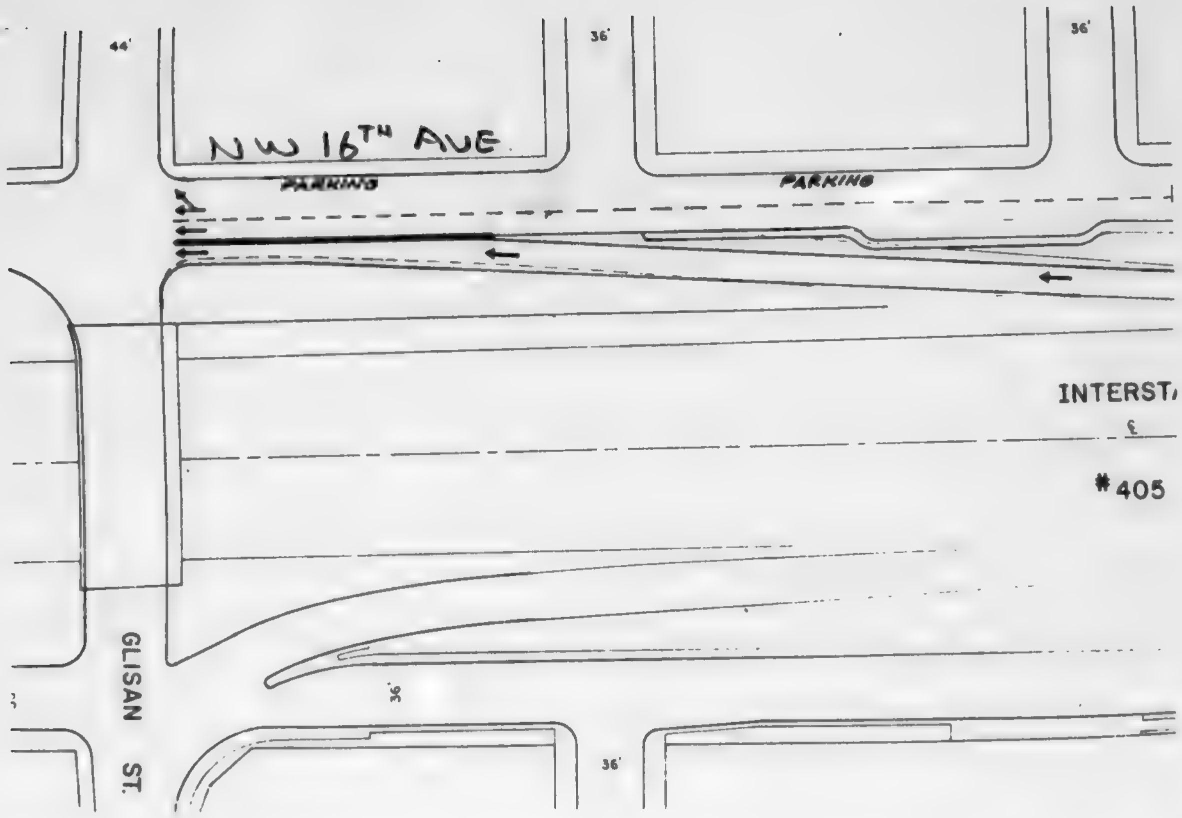
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues: None.

Name of Preparer and Phone Number: TOM LOEBER, Ph. 238-7438


N
STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMETTE
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
TROUTDALE
39th AVE.
SANDY BLVD.
I-80N
I-505
BANFIELD FWY.
82nd AVE
122nd AVE
BURNSIDE ST.
202nd AVE
223rd AVE.
PORTLAND
148th
162nd
181st AVE
DIVISION ST.
POWELL BLVD.
GRESHAM
FOSTER RD.
MULTNOMAH COUNTY
I-5
CLACKAMAS COUNTY
MILWAUKIE
CLACKAMAS EXPY.
LAKE OSWEGO
McLOUGHLIN BLVD.
HWY. 43
I-205
LOCATION OF PROJECT
I-205
WEST LINN
0 1 2
SCALE IN MILES
OREGON CITY


FILM STUDIO
P & S HOSPITAL
STANDARD GAS
NW 19th
BONNIES DRIVE-IN (CLOSED)
60 APTS.
40 APTS.
MACHINE SHOP
NW LOVEJOY
NW MARSHALL
ROSSINI'S REST.
SF
SF
LAUNDRY
NW 18TH
BUS ONLY
UNION 76 GAS
DUPLEX
DUPLEX
SF
WESTERN LITHO
ED DULL (WAREHOUSE)

DETAIL A

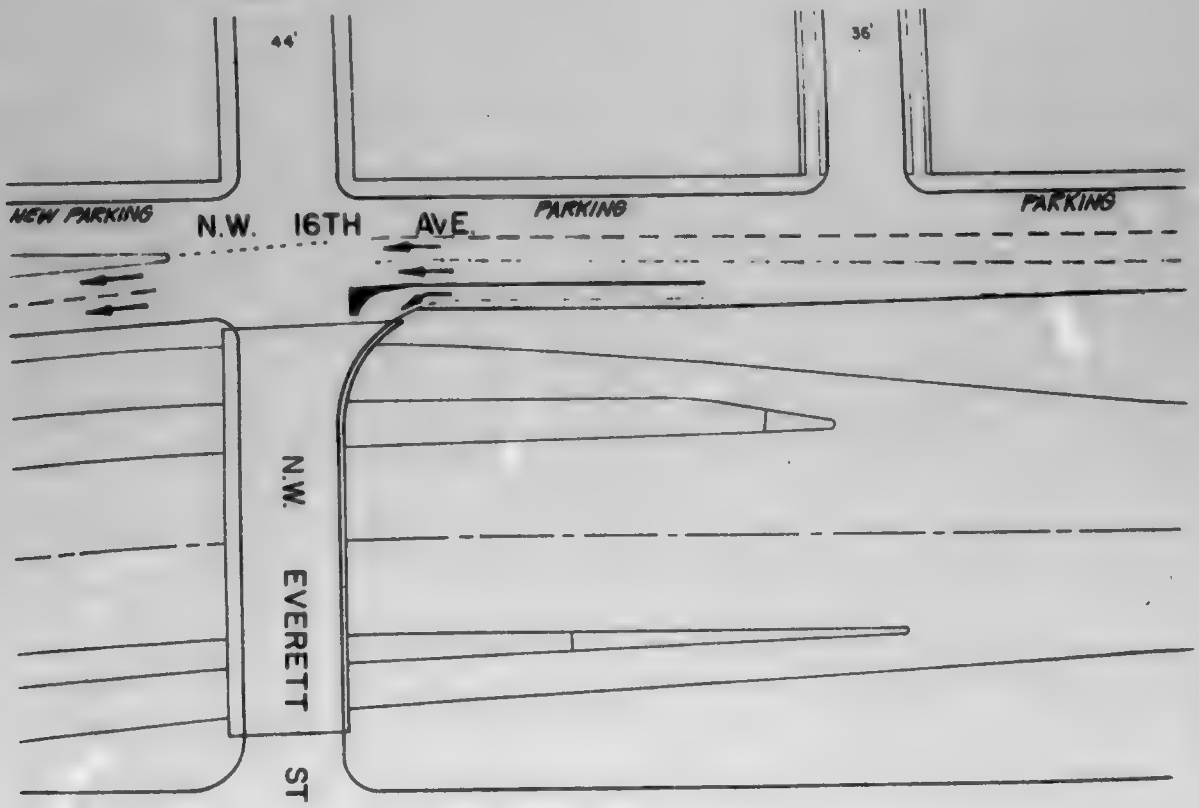

44'
36'
36'
NW 16TH AVE
PARKING
PARKING
INTERST
℄
#405
GLISAN ST.
36'
36'

DETAIL B

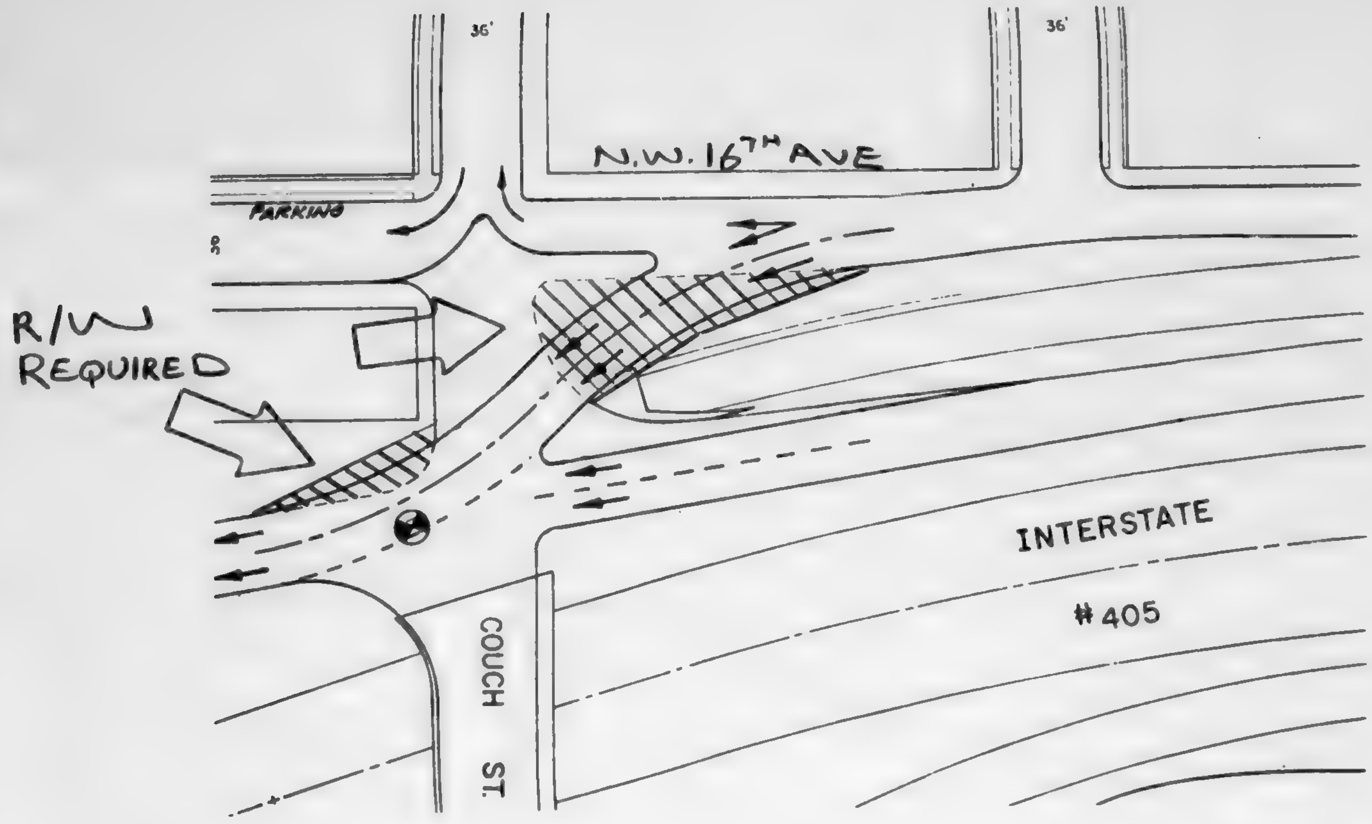
NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

OPTION IIA


44'
36'
NEW PARKING
N.W. 16TH AVE
PARKING
PARKING
N.W. EVERETT ST

DETAIL C

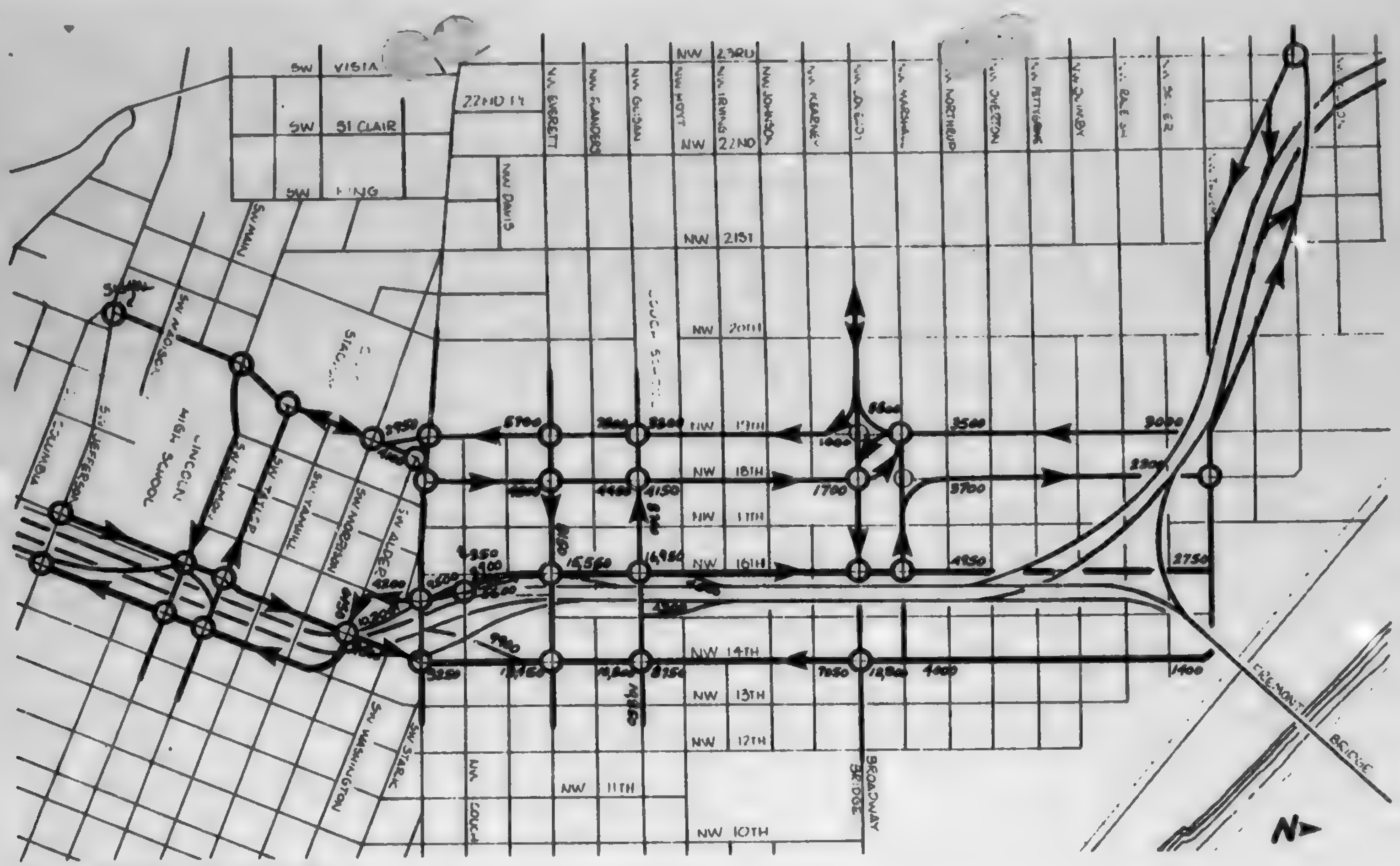

36'
36'
N.W. 16TH AVE
PARKING
R/W REQUIRED
INTERSTATE
#405
COUCH ST.

DETAIL D

NW 14TH - 16TH STUDY

PORTLAND BUREAU OF PLANNING

OPTION IIA

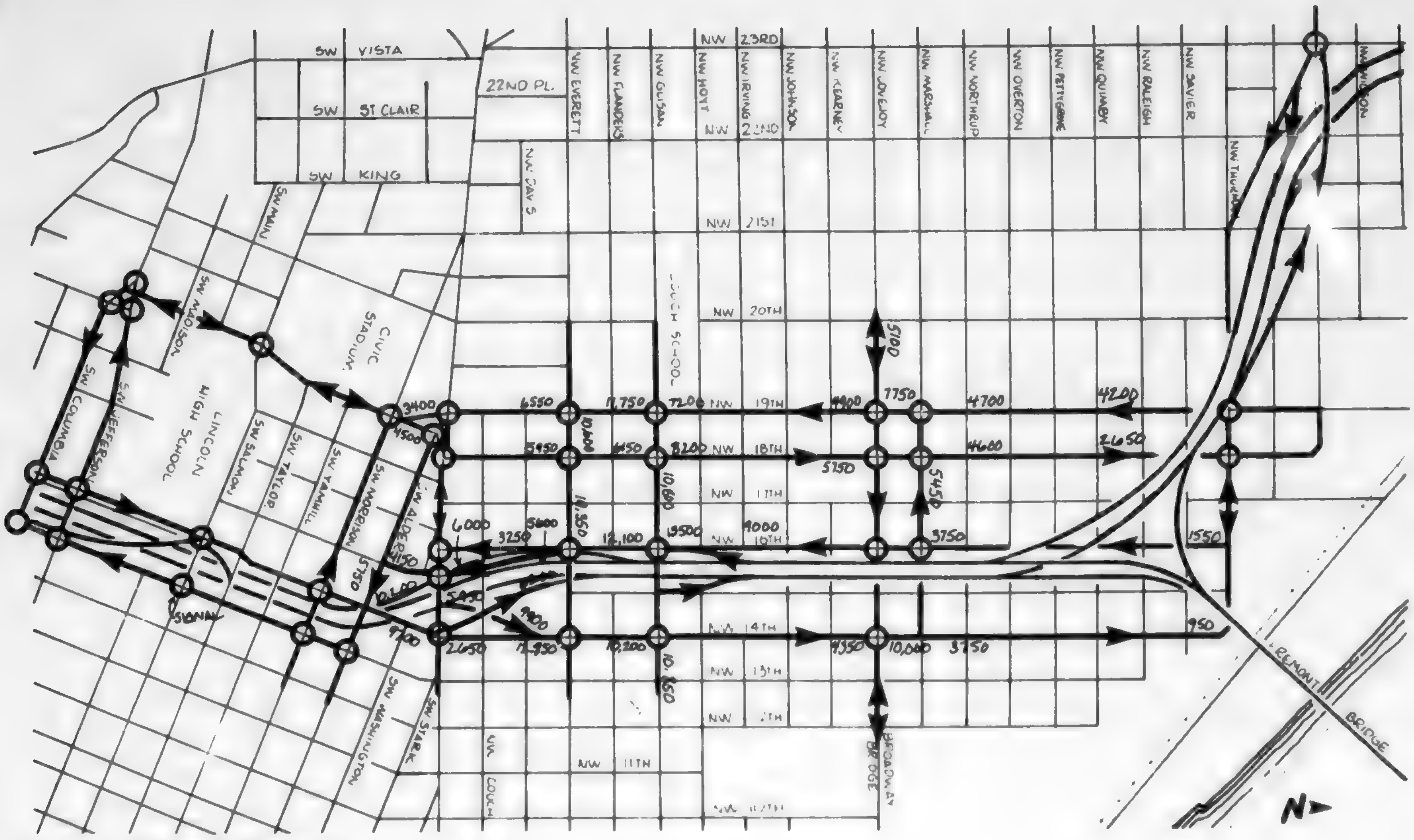

SW VISTA
22ND PL
SW ST CLAIR
SW KING
NW 23RD
NW 22ND
NW 21ST
NW 20TH
NW 19TH
NW 18TH
NW 17TH
NW 16TH
NW 14TH
NW 13TH
NW 12TH
NW 11TH
NW 10TH
NW EVERETT
NW FLANDERS
NW GLISAN
NW HOYT
NW IRVING
NW JOHNSON
NW KEARNEY
NW LOVEJOY
NW MARSHALL
NW NORTHRUP
NW OVERTON
NW PETTYGROVE
NW QUIMBY
NW RALEIGH
NW SAVIER
NW THURMAN
NW DAVIS
SW MAIN
SW MADISON
SW COLUMBIA
SW JEFFERSON
LINCOLN HIGH SCHOOL
SW SALMON
SW TAYLOR
SW YAMHILL
SW MORRISON
SW ALDER
SW WASHINGTON
SW STARK
NW COUCH
COUCH SCHOOL
BROADWAY BRIDGE
FREMONT BRIDGE
N▸
3950
5700
3800
3800
3500
3000
4400
4150
1700
3700
2900
15,550
14,950
4950
2750
9900
9050
10,850
4900
1400

NW 14th/16th STUDY

BUILD OPTION II A (YEAR 2000)

PORTLAND BUREAU OF PLANNING, SEPTEMBER 1979

MAP 2

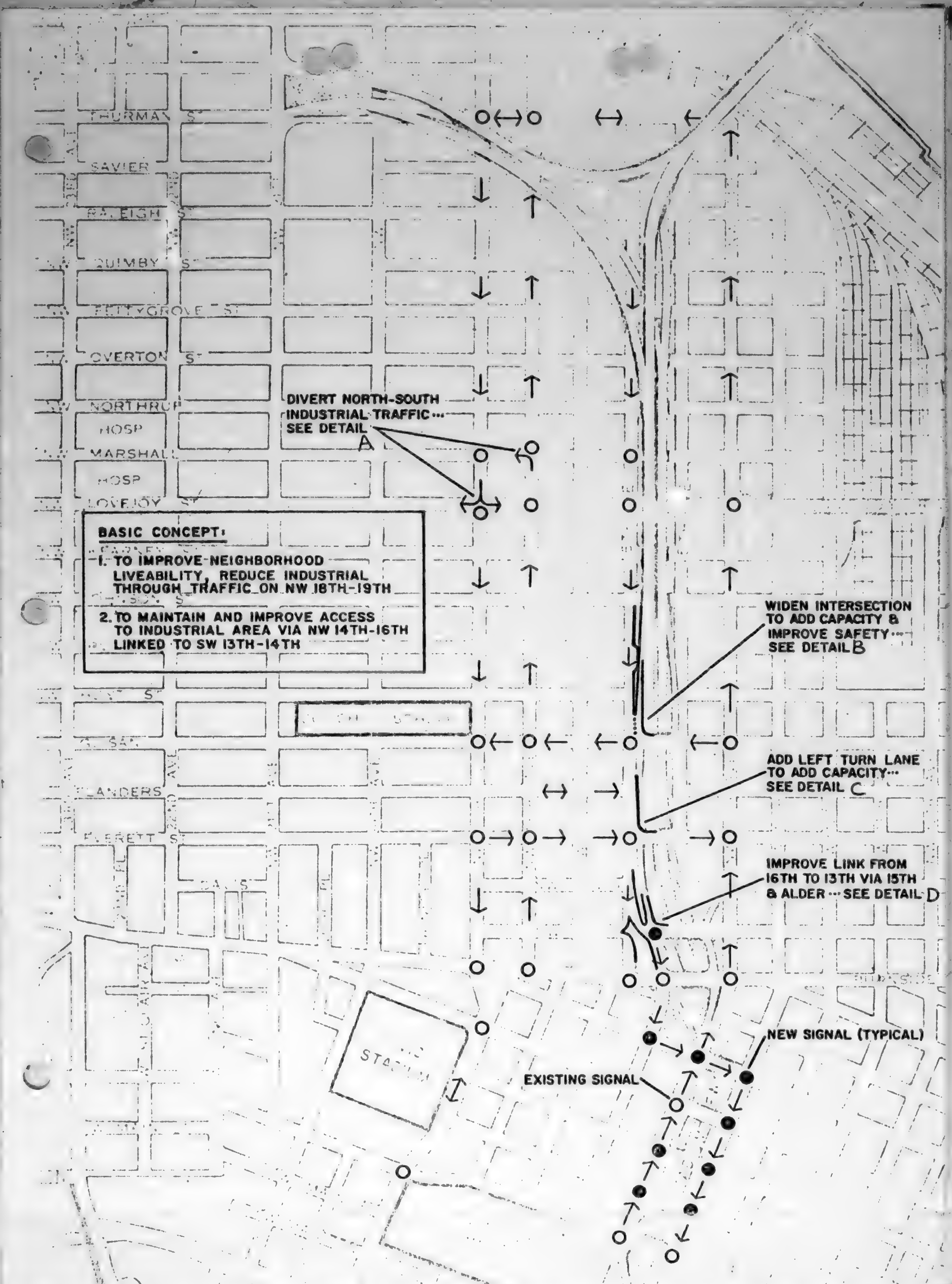

SW VISTA
22ND PL.
SW ST CLAIR
SW KING
NW 23RD
NW 22ND
NW 21ST
NW 20TH
NW 19TH
NW 18TH
NW 17TH
NW 16TH
NW 14TH
NW 13TH
NW 12TH
NW 11TH
NW 10TH
NW EVERETT
NW FLANDERS
NW GLISAN
NW HOYT
NW IRVING
NW JOHNSON
NW KEARNEY
NW LOVEJOY
NW MARSHALL
NW NORTHRUP
NW OVERTON
NW PETTYGROVE
NW QUIMBY
NW RALEIGH
NW SAVIER
NW THURMAN
NW DAVIS
SW MAIN
SW MADISON
CIVIC STADIUM
SW COLUMBIA
SW JEFFERSON
LINCOLN HIGH SCHOOL
SW SALMON
SW TAYLOR
SW YAMHILL
SW MORRISON
SW ALDER
SW WASHINGTON
SW STARK
NW COUCH
COUCH SCHOOL
BROADWAY BRIDGE
FREMONT BRIDGE
SIGNAL
N▸
3400
4500
6550
11,750
7200
4900
7750
4700
4200
5950
6150
8200
5750
4600
2650
10,600
10,800
5450
5100
6000
3250
5600
11,350
12,100
13,500
9000
3750
1550
2650
11,950
10,200
10,650
9350
10,000
3750
950

NW 14th/16th STUDY

NO BUILD OPTION (YEAR 2000)

PORTLAND BUREAU OF PLANNING, SEPTEMBER 1979

MAP 3



BASIC CONCEPT:

1. TO IMPROVE NEIGHBORHOOD LIVEABILITY, REDUCE INDUSTRIAL THROUGH TRAFFIC ON NW 18TH-19TH
2. TO MAINTAIN AND IMPROVE ACCESS TO INDUSTRIAL AREA VIA NW 14TH-16TH LINKED TO SW 13TH-14TH

DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC… SEE DETAIL A

WIDEN INTERSECTION TO ADD CAPACITY & IMPROVE SAFETY… SEE DETAIL B

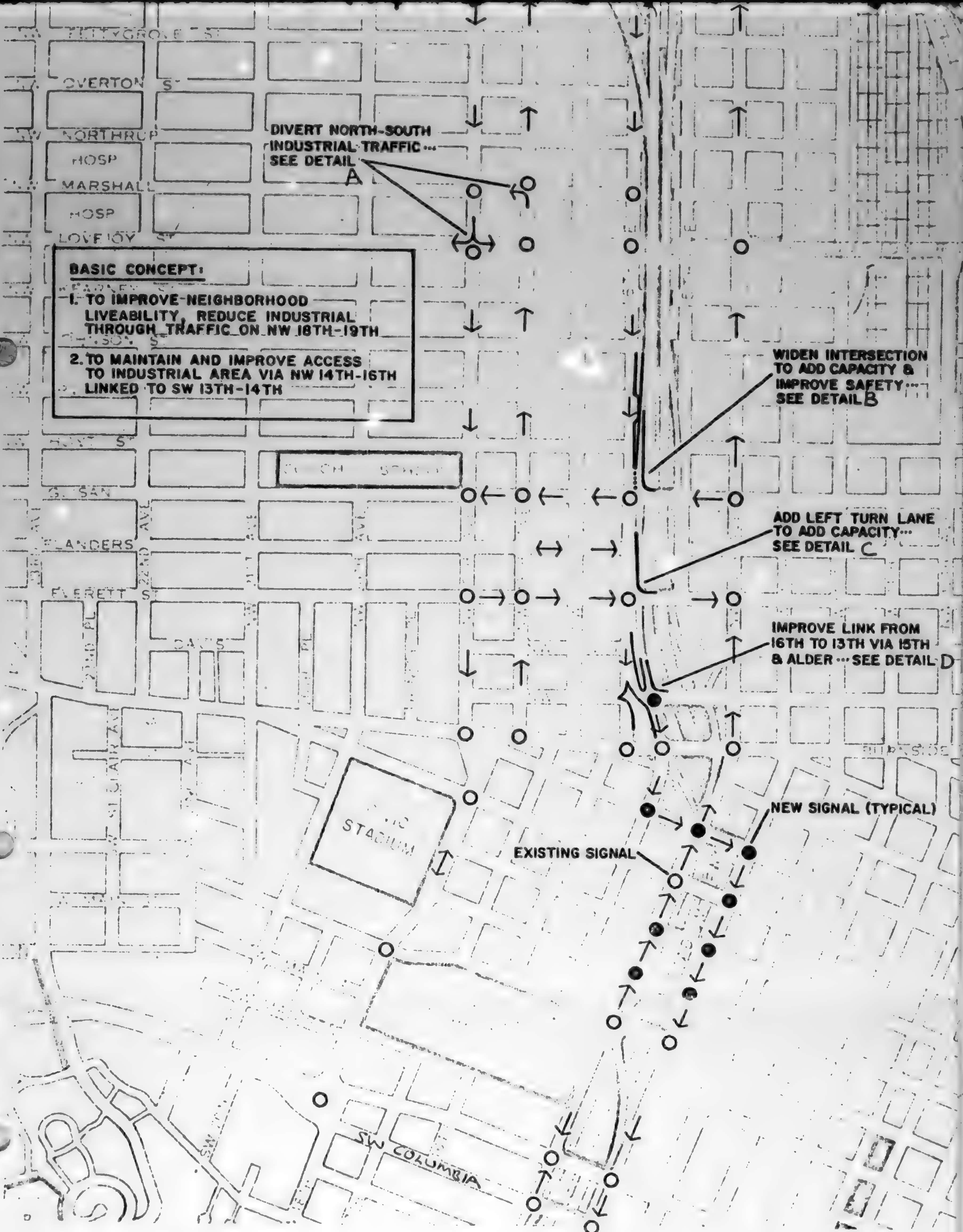
ADD LEFT TURN LANE TO ADD CAPACITY… SEE DETAIL C

IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER… SEE DETAIL D

NEW SIGNAL (TYPICAL)

EXISTING SIGNAL

THURMAN ST
SAVIER
RALEIGH ST
QUIMBY ST
PETTYGROVE ST
OVERTON ST
NORTHRUP
HOSP
MARSHALL
HOSP
LOVEJOY ST
FLANDERS
EVERETT ST
STADIUM



PETTYGROVE ST
OVERTON ST
NW NORTHRUP
HOSP
MARSHALL
HOSP
LOVEJOY ST
KEARNEY ST
JOHNSON ST
HOYT ST
GLISAN
FLANDERS
EVERETT ST
DAVIS
22ND AVE
22ND PL
ST CLAIR AVE
STADIUM
BURNSIDE
SW COLUMBIA

BASIC CONCEPT:

1. TO IMPROVE NEIGHBORHOOD LIVEABILITY, REDUCE INDUSTRIAL THROUGH TRAFFIC ON NW 18TH-19TH
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DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC... SEE DETAIL A

WIDEN INTERSECTION TO ADD CAPACITY & IMPROVE SAFETY... SEE DETAIL B

ADD LEFT TURN LANE TO ADD CAPACITY... SEE DETAIL C

IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER ... SEE DETAIL D

NEW SIGNAL (TYPICAL)

EXISTING SIGNAL

NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

MAP 1: OPTION IIA

9401

FEDERAL AID PROJECT REQUEST

Date 1/29/80

Applicant Agency City of Portland

Request for: Off-System, FAS-C____, FAUS____ Project e(4) Project

Federal Aid Route No. Sheet 1A Route Name NW 14th/16th, NW 18th/19th, SW 13th/14th.

Project Name NW Thurman St.-SW Columbia St.; NW 14th/16th, NW 18th/19th, SW 13th/14th.

Project Length ____ Project Location (Attach sketch map)

Project Description Reduce industrial through traffic on NW 18th - 19th by constructing traffic diverters. Maintain and improve access to industrial area via NW 14th-16th and SW 13th-14th.

Average Daily Traffic 3,000 to 16,000 ADT Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36', 44' Travel Lanes 2-3 Shoulders No

Medians No Parking 8' one side

Sidewalks 8' each side

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 36', 44' Travel Lanes 2-3 Shoulders No.

Medians No Parking 8' one side

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway 8' each side

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 80

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks See attached Map 1

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

NW THURMAN STREET - SW COLUMBIA STREET

Federal Aid Route Numbers

NW 14th Avenue - FAU 9305

NW 16th Avenue - FAU 9299

NW 18th Avenue - FAU 9295

NW 19th Avenue - FAU 9295

SW 13th Avenue - FAU 9323

SW 14th Avenue - FAU 9305

2. **Proposed Signalization:**

Location See attached Map 1

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project

4. **Permanent Striping:**

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

400 watt mercury vapor

2. **Proposed Illumination:**

Location Existing to remain

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location I-405

Type I-405 local interchange and crossover structures

Shoulder Width

Approach Roadway Width

Length

Width

To remain in place?

2. **Proposed Structure:**

Location None proposed

Approximate Size: Length

Width

Are sidewalk/bikeways desired: ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

VI. RAILROAD DATA

*(a) Thurman & 15th
(b) Pettygrove at 14th & 16th

1. Are there any railroad crossings? Yes X* No ______

   Name of Railroad (a) Portland Terminal Co. (b) Burlington Northern
   Existing Crossing Protection None

2. Will existing railroad crossing be altered? No

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement MICHEAL FISHER/TRANSPORTATION PLANNER
   Office
2. Environmental 621 S.W. ALDER
   Office
3. Public Hearing PORTLAND OREGON, 97205
   Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: Preliminary engineering, right-of-way acquisition, and construction engineering.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 149,000
Right-of-way costs (if participating)	10,000
Traffic control	522,000
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	69,000
PROJECT TOTAL	$ 750,000

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

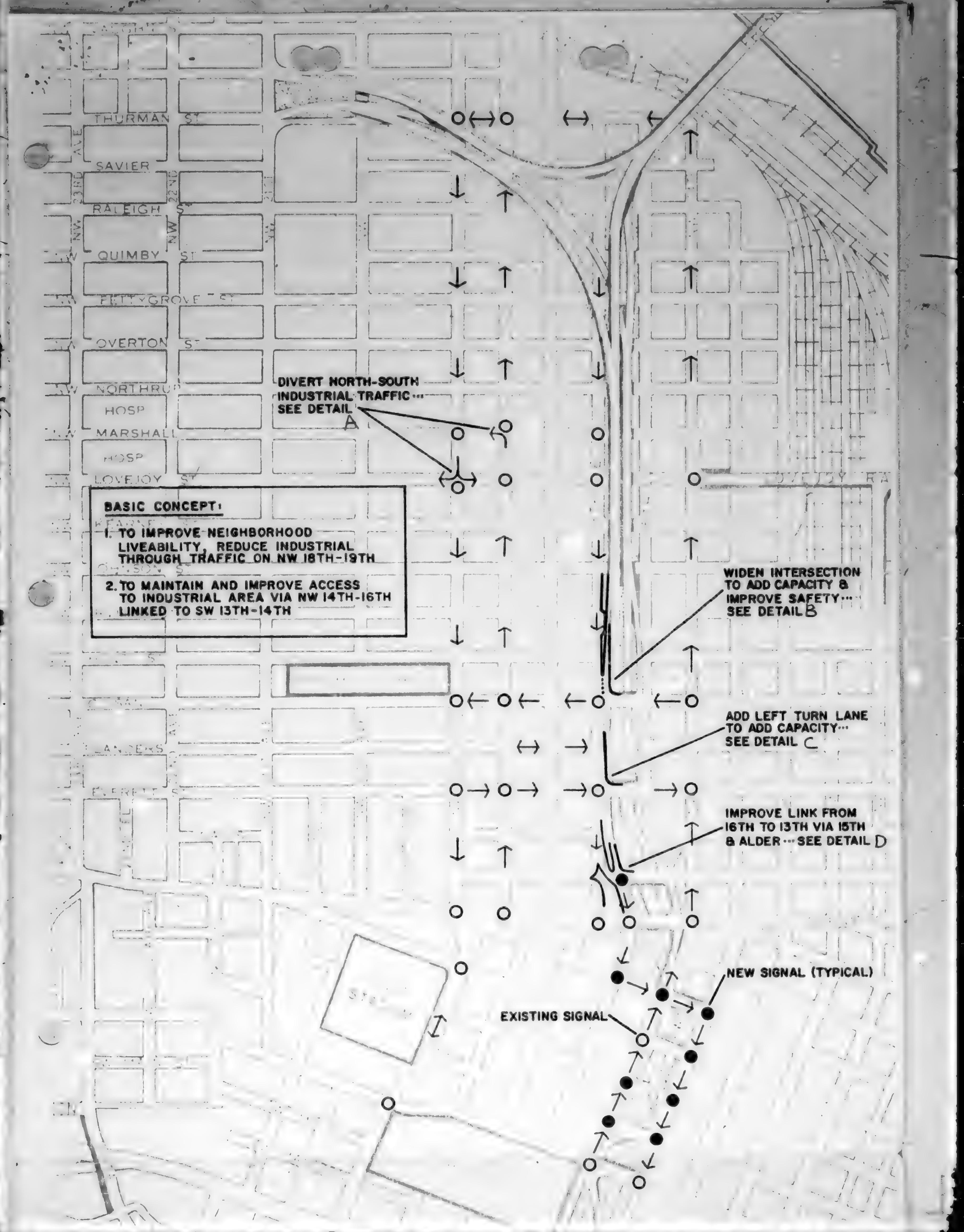
CITY OF Portland and/or ______ COUNTY

By G. David Hill By ______

By ______ By ______

By ______

(1976)


THURMAN ST
SAVIER
RALEIGH ST
QUIMBY ST
PETTYGROVE ST
OVERTON ST
NORTHRUP
HOSP
MARSHALL
HOSP
LOVEJOY ST
FLANDERS
NW 23RD AVE
NW 22ND
LOVEJOY RA

BASIC CONCEPT:

1. TO IMPROVE NEIGHBORHOOD LIVEABILITY, REDUCE INDUSTRIAL THROUGH TRAFFIC ON NW 18TH-19TH
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DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC··· SEE DETAIL A

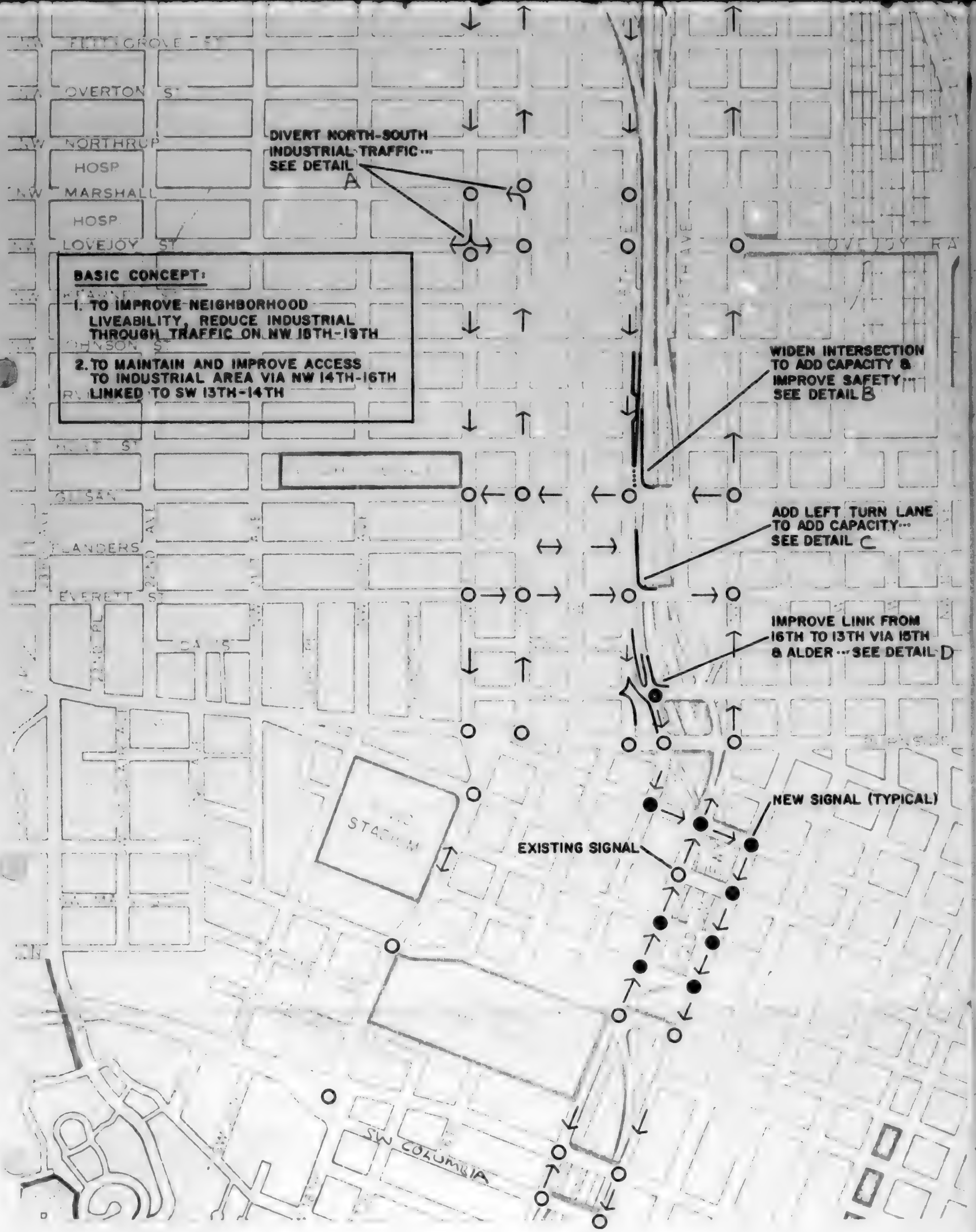
WIDEN INTERSECTION TO ADD CAPACITY & IMPROVE SAFETY··· SEE DETAIL B

ADD LEFT TURN LANE TO ADD CAPACITY··· SEE DETAIL C

IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER ··· SEE DETAIL D

NEW SIGNAL (TYPICAL)

EXISTING SIGNAL


PETTYGROVE ST
OVERTON ST
NW NORTHRUP
HOSP
NW MARSHALL
HOSP
LOVEJOY ST
JOHNSON ST
HOYT ST
GLISAN
FLANDERS
EVERETT ST
DAVIS
STADIUM
SW COLUMBIA
LOVEJOY RA
AVE

DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC... SEE DETAIL A

BASIC CONCEPT:

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ADD LEFT TURN LANE TO ADD CAPACITY... SEE DETAIL C

IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER... SEE DETAIL D

NEW SIGNAL (TYPICAL)

EXISTING SIGNAL

NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

MAP 1: OPTION IIA

9401

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

January 29, 1980

Mr. Geoffrey Kaiser, Environmental Leader
ODOT, Metro
5821 NE Glisan Street
Portland, Oregon 97213

RE: 14th/16th Couplet

Dear Jef:

Enclosed for your review and concurrence is a Project Category Request form which classifies the 14th/16th Couplet as a Category 3, Categorical Exclusion. This should be considered a revision of the original Environmental Assessment which was completed in July of 1978.

The original Environmental Assessment described converting the 18th/19th Avenue one-way couplet to two-way streets and possible right of way required from a park at 15th and Alder. Citizen controversey over the proposed conversion of 18th/19th to two-way operation developed. Subsequently, City staff developed Option II A which eliminated the controversey since 18th/19th will remain as a one-way couplet. Only Option II A and the No Build alternative are now being considered. In addition, we are no longer considering any right of way acquisition of park lands.

Also included for your information only is a partially completed project application form which contains additional project details.

Sincerely,

Larry Nordholm

Larry Nordholm, Engineer III
Bureau of Street & Structural Engineering

LN:mh

Encl.

cc: Dave Hill
Vic Rhodes
Michael Fisher

9401

M-4176(-),
M-9305(-), &
M-9350(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

REVISED Assessment

RT 1. GENERAL INFORMATION

A. Project Identification: NW14th/16th, 18th/19th and SW 13th/14th Avenues

Date March 9, 1979

Section NW Thurman St. to SW Columbia St.

Unit (if appl) N/A

County Multnomah

City Portland

Highway (See above)

State Hwy. No. See Map 2 for FAUS designation

Termini: M.P.(if appl)

Length 1 mile

Region Portland Metropolitan

Construction Estimate $520,000 Program Amount

B. Purpose of Project: The purpose of the project is to reduce through traffic along NW 18th and 19th Avenues which are heavily developed with residential land uses, and transfer traffic to NW 14th and 16th Avenues which are mainly developed with commercial and industrial uses. The project will encourage through traffic to bypass the Goose Hollow and Northwest neighborhoods on a peripheral arterial at the eastern edge of the neighborhoods.

. Origin & History of Project: The project was identified in the Northwest District Association's (NWDA) Comprehensive Policies Plan published in March 1972, and was reaffirmed in 1974 in the Northwest Trafficways Plan developed by the Bureau of Planning. The Portland City Council adopted the Arterial Streets Classification Policy in June 1977, which designated the 14th/16th Avenue couplet as a "Major City Traffic Street." In February 1978, the C.R.A.G. Board of Directors approved the project.

. General Description of Project: North of Burnside, the project is to convert the 18th/19th Avenue one-way couplet to two-way streets, and to upgrade the 14th/16th Avenue one-way couplet to handle an increased traffic load. South of Burnside, the project is to upgrade the 13th/14th one-way couplet - and link it to the 14th/16th one-way couplet. (Map 3)

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2-3 ; Med. No ; Shldrs. No ; Parking 1-8' lane

(to be determined)

Proposed: No. Lanes 2-3 ; Med. No ; Shldrs. No ; Parking To be determined

Traffic: Existing Facility: Existing ADT ______; Projected ADT ______; Yr. ______

See Table 1 Existing Level of Service See Table 1

Proposed Facility: Projected ADT ______; Yr. ______

See Table 1 Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels_______
Yes, No

Acres * ; Type of Relocation Req.________________; No.________

Three minor corner cut backs and three major corner cut backs may be required. Total acreage not expected to exceed 1/3 acre, mostly State owned.
See Page 2a.

Materials Source, Borrow, Waste Disposal Requirements, if any: Local sources

Type of Structure(s): Project parallels I-405 (Stadium Freeway), which has a number of bridge and ramp structures. The project does not require any new structures. However, new traffic control devices at the east and west ends of the Couch Street overpass and possibly closing the overpass to vehicular traffic will be considered as part of the project.

Brief Description of River or Stream and Type of Involvement, if any:

DNA

Local City, County or COG priorities of project: The project has strong support of the Northwest District Neighborhood Association. The City of Portland, in adopting the Arterial Streets Classification Policy in June 1977, gave support for the project by designating 14th/16th as "Major City Traffic Streets," and NW 19th as a "Transit Street." The C.R.A.G. Board of Directors recommended the project in February 1978 to be funded from TSM Reserve Account (Category V) for Interstate transfer funds.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1) Do nothing.

2) The proposed project.

Note: The "TSM Task Force" (principally involved were C.R.A.G. and O.D.O.T. staff) who developed this project and nine other candidate schemes, considered a "scaled down alternative" which would simply increase the number of traffic signals and retime the remaining. It was found that the scaled-down alternative would not solve the problem in an effective manner.

Other Descriptive Information or Comments:

(Attach project sketch map.) See Map 3

Right of Way:

continued

One corner cut back at 15th and Alder may cut into a park located between I-405, Burnside, Alder and 15th. In the event this occurs, a 4(f) statement will be required. Replacement property will be available at the Firemans memorial at 18th between Morrison and Alder. This proposed project will reduce adverse impacts of traffic using the 18th-19th Couplet which surrounds this memorial.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Right of way acquisition will be minimal since no widening is proposed. Two corner cutbacks will reduce areas of landscaping along I-405. The realignment of NW 15th Avenue, between Couch and Burnside, may require a new service driveway to an apartment building. Minor corner cutbacks along Thurman may be required for truck circulation.

2. Estimated Impact on Traffic Patterns: Traffic will decrease on NW 18th and NW 19th, and increase on SW 13th, SW 14th, NW 14th, and NW 16th. (See Table 1.) Transit service will improve on NW 18th, which will become a two-way street.

   Consequences--Air Quality, Noise, Safety, etc.: Better air quality and lower noise levels are expected along NW 18th and 19th Avenues, which should significantly benefit this residential area. Air pollutants and noise levels are expected to be slightly higher along NW 14th and 16th Avenues and along SW 13th and 14th Avenues, although the effects should be minimal since heavy traffic volumes on the adjacent Stadium Freeway dominate.

3. Estimated Impact on Land Use: Along NW 18th/19th, residential uses should stabilize. Auto-dominated uses (e.g., fast food restaurants) will be discouraged. Along NW 14th/16th, an area zoned M2 or M3, property values may be enhanced, due to the increased exposure of passing auto traffic.

   Consequences: In the Northwest and Goose Hollow neighborhoods, the project will remove a barrier between residential areas and community facilities (parks, schools, etc.), creating a more cohesive residential area. The upgrading of the 14th/16th one-way couplet, which will also function as a frontage road for the Stadium Freeway, is supportive of present land use and zoning patterns.

4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

   None

5. Expected Impact on Cultural and Scenic Resources: Northwest Portland has a diverse population, with a large proportion of elderly. The neighborhood is an important cultural center for the whole city, having many social services, and religious and institutional facilities. The project is expected to create a more suitable environment for the cultural resources of Northwest Portland.

   Consequences: The project, by removing a traffic barrier, can be expected to interknit the neighborhood.

6. Preliminary Identification of Areas of Critical Concern:

   a. Potential weave problems for northbound freeway exiting at Everett Street headed east on Everett Street.

   b. Tight alignment for southbound 16th Ave. traffic between Couch and Davis.

See page 6.

7. Potential for Controversial Issues:

   A petition was signed by 600 individuals expressing concern over business impacts possibly caused by project.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans: Traffic will be shifted from a predominantly residential area to an area mainly developed with commercial and industrial activities, so air pollutants, particularly carbon monoxide concentrations, will be affecting fewer people.
   b. Noise Standards: Noise will be reduced along NW 18th and 19th Avenues which are predominantly residential in character. Noise will increase along NW 14th and SW 16th and SW 13th and 14th Avenues with the net result of a noise advantage for area residences. Noise mitigation in the form of barriers or berms is not possible since access will have to be maintained to froning properties. A Noise Study Report will be prepared per FHPM-773.
   c. Water Quality Standards: The project will not create any additional areas of storm water run-off.
   d. Area Land Use and Transportation Plans, and Zoning: The project is in compliance with existing zoning and will encourage permitted development. The project is in compliance with the NW District Policy Plan (adopted July 1975), Downtown Circulation Policy (adopted February 1975), Arterial Street Policy (adopted June 1977).

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_X_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The project has aroused considerable public interest and concern which warrants disclosure of potential project impacts in a negative declaration.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

6. Preliminary Identification of Areas of Critical Concern:

continued

c. Corner cut back at 15th and Alder which may require right-of-way from Parks.

TABLE 1

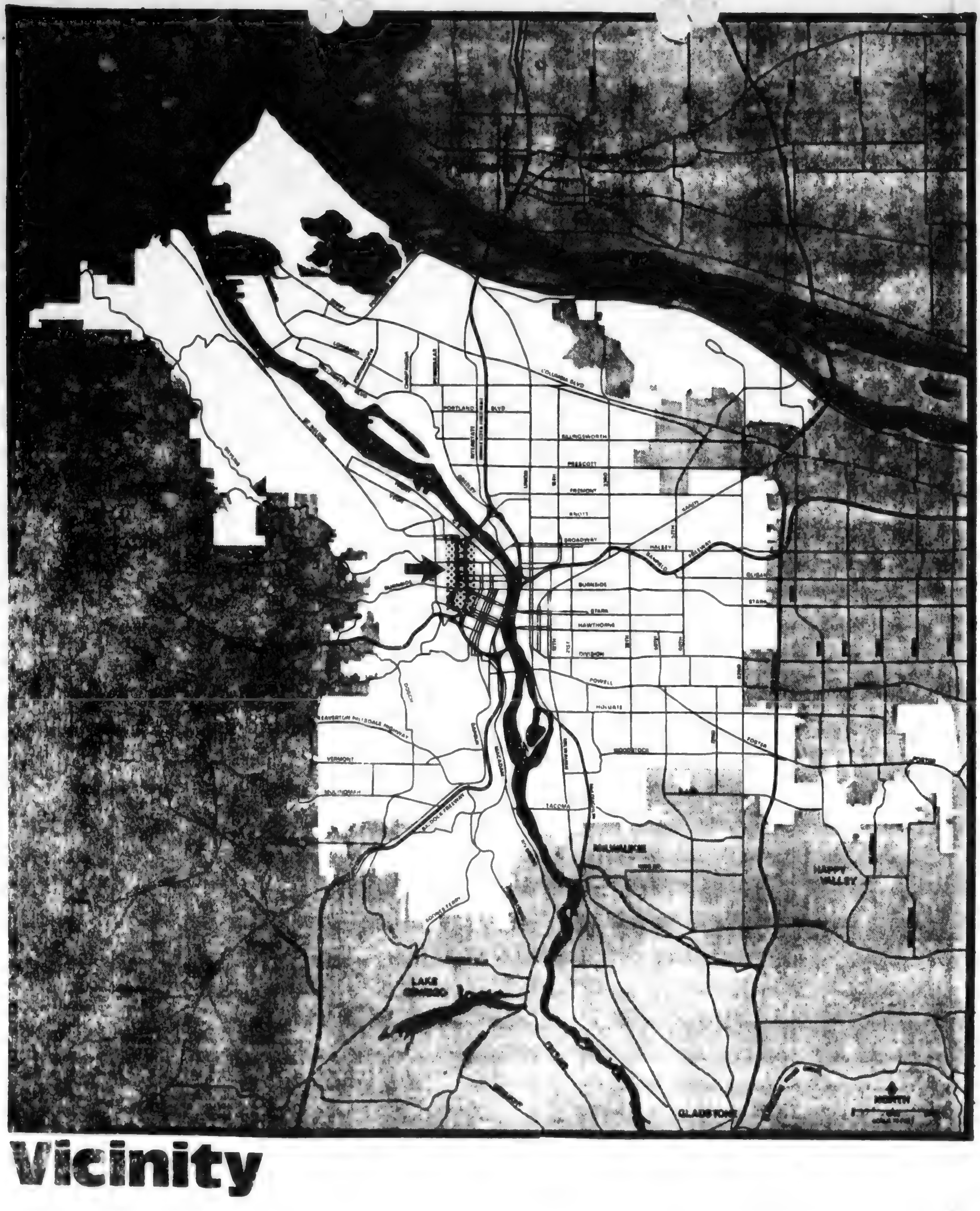
TRAFFIC DATA

	Level of Service	Existing Signalized Intersections	Existing A.D.T.	Projected A.D.T.
Location of Existing One-Way Couplet				
NW 18th 1-way N.B.	B or C	6	2900-6000	1000-2000
NW 19th 1-way S.B.	B or C	6	3900-6000	1300-2000
SW 18th 2-way	B or C	4	8050	2700
Location of Proposed One-Way Couplet				
NW 14th 1-way N.B.	B or C[1]	5	1750-4350	3200-7400
NW 16th 1-way S.B.	B or C[2]	5	4700	6700-7000
SW 14th 1-way N.B.	B or C	3	3750	6450
SW 13th 1-way S.B.	B or C	4	6400	9200

[1] D on N.W. 16th between Flanders and Everett

[2] D on N.W. 14th between Burnside and Couch

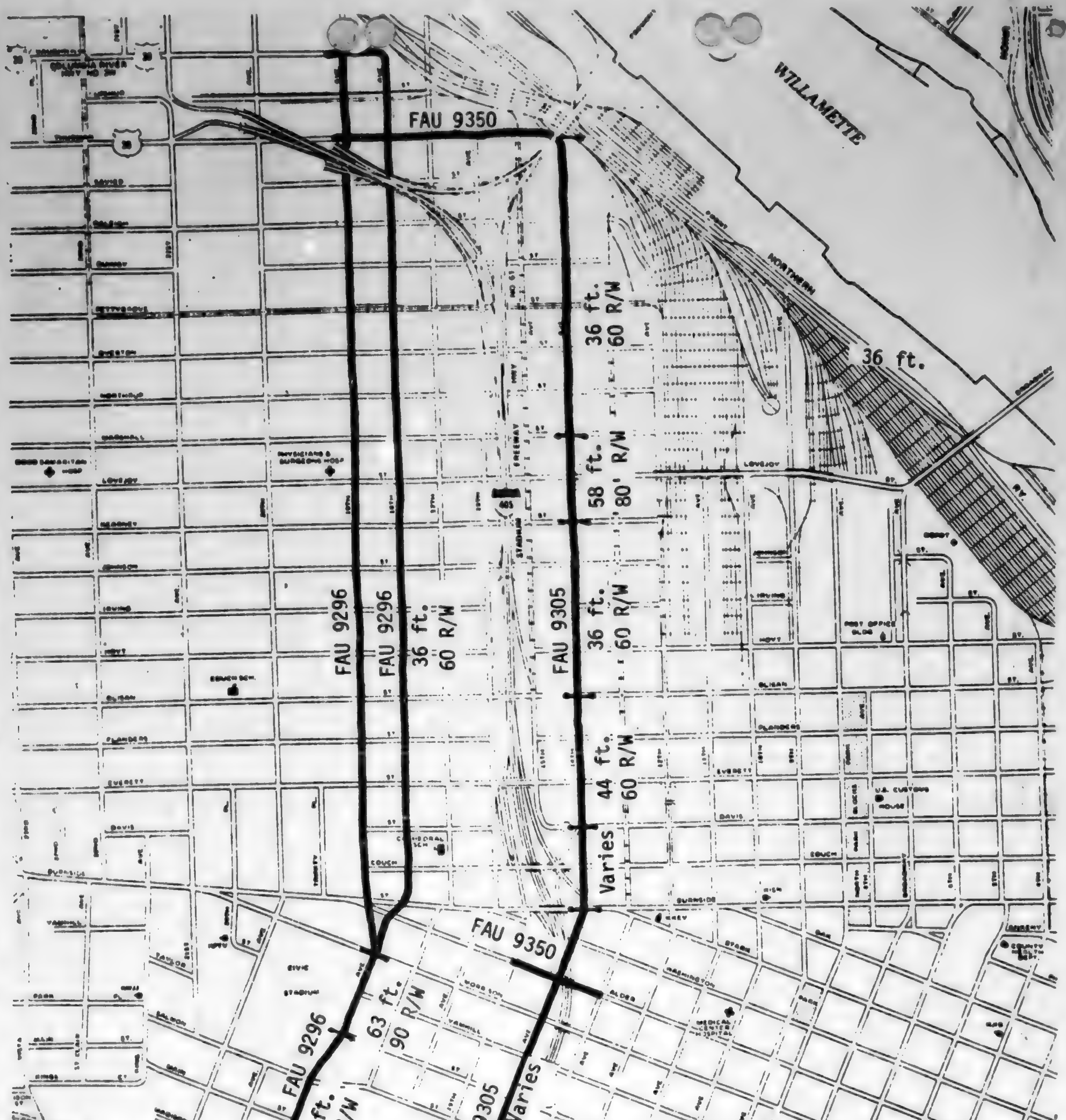
Note: This data is subject to further analysis as part of the project.


COLUMBIA BLVD
PORTLAND BLVD
INTERSTATE
PRESCOTT
FREMONT
BROADWAY
HALSEY
BANFIELD FREEWAY
SANDY
GLISAN
BURNSIDE
STARK
HAWTHORNE
DIVISION
POWELL
HOLGATE
WOODSTOCK
FOSTER
TACOMA
MACADAM
VERMONT
MULTNOMAH
BEAVERTON HILLSDALE HIGHWAY
BALDOCK FREEWAY
MILWAUKIE
HAPPY VALLEY
LAKE OSWEGO
GLADSTONE
NORTH

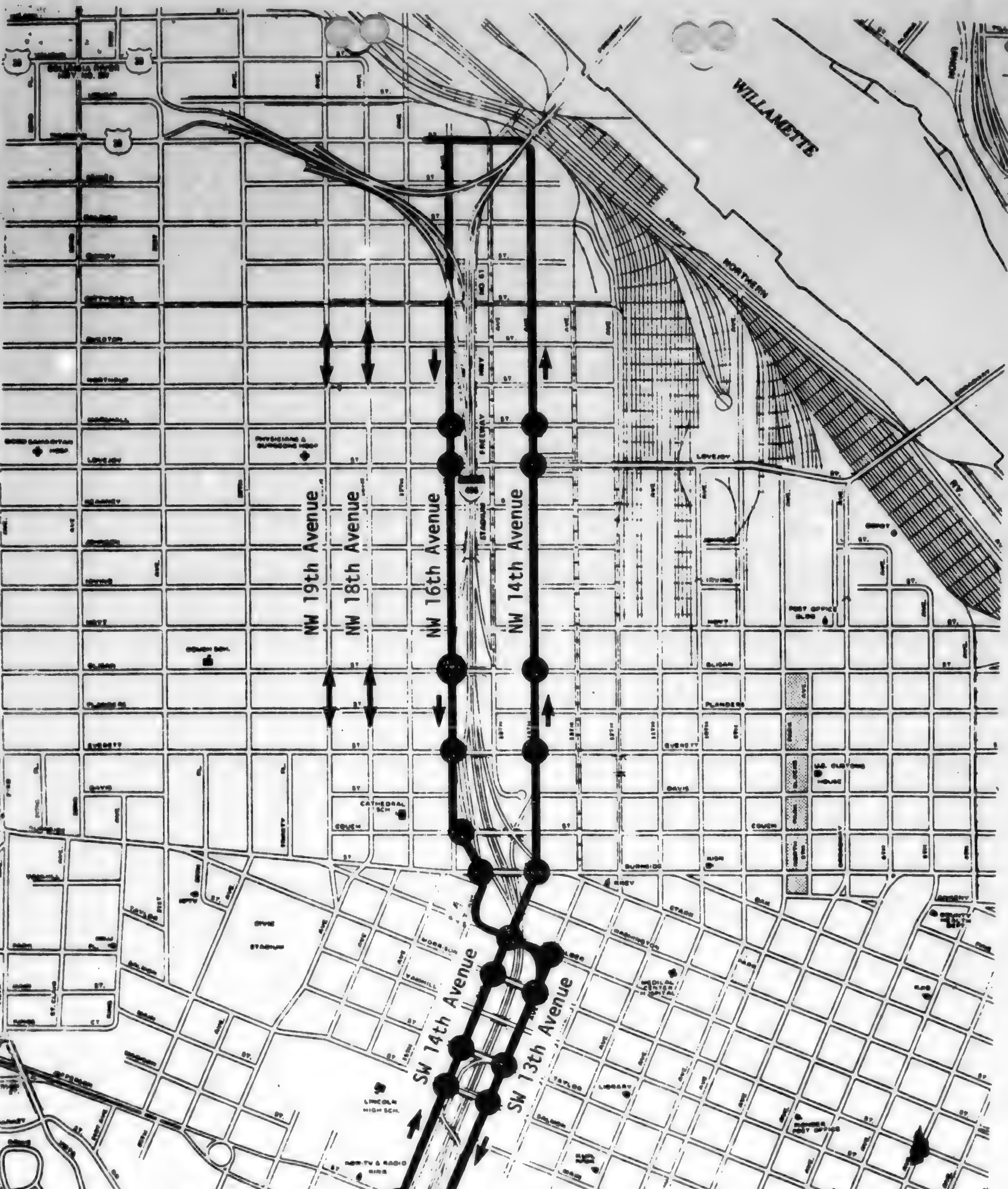
Vicinity

NORTH

Project Location
Map 1


WILLAMETTE
FAU 9350
36 ft.
60 R/W
NORTHERN
36 ft.
LOVEJOY
58 ft.
80' R/W
FAU 9296
FAU 9296
36 ft.
60 R/W
FAU 9305
36 ft.
60 R/W
44 ft.
60 R/W
Varies
BURNSIDE
FAU 9350
CIVIC STADIUM
63 ft.
90 R/W
FAU 9296
56 ft.
80 R/W
FAU 9305
Street Varies
80 R/W
LINCOLN HIGH SCH.
U.S. CUSTOMS HOUSE
POST OFFICE BLDG
MEDICAL CENTER HOSPITAL
LIBRARY
SUNSET HWY NO 47

FAU Designation and Existing
R/W and Street Widths
Map 2


WILLAMETTE
NORTHERN
NW 19th Avenue
NW 18th Avenue
NW 16th Avenue
NW 14th Avenue
SW 14th Avenue
SW 13th Avenue
LOVEJOY
FREEWAY
STADIUM
CATHEDRAL SCH.
CIVIC STADIUM
LINCOLN HIGH SCH.
POST OFFICE BLDG
U.S. CUSTOMS HOUSE
LIBRARY
MEDICAL CENTER

14th/16th and 13th/14th
One-Way Couplets
Map 3

7401

2

November 30, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor of the City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 6791

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning improvement to the N.W. Thurman Street-S. W. Columbia Street Section of N.W. 14th and N.W. 16th Avenues, FAU 9305, and S.W. 13th Avenue, FAU 9323, and S.W. 14th Avenue, FAU 9305.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Gerald Wimer (agreement attached)

9401

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

10-16-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	IX-0000(8)
STATE PROJECT NO.	See below
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	90023

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	
DATE AUTHORIZATION EFFECTIVE	10-16-78
FEDERAL ROUTE NUMBER	Various FAU Routes
STATE ROUTE NUMBER	City Streets

GENERAL LOCATION:

N.W. Thurman St.-S.W. Columbia St. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Utility Preparatory Work
TEC NTE $50,000 - F.F. $42,800
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-29-78 letter.

Swan
10/26

DATE	10-16-78
SIGNATURE OF APPROVING OFFICIAL	G. K.
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9401

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT Hwy Div

PROJECT TITLE: NW Thurman St - SW Columbia St

DATE: October 3, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 11 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10-11-78
Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
R. N. Bothman
E. L. Hardt
W. Geibel
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

8-29-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

940!

2.

September 7, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the September 19 meeting will be two requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Portland is requesting a $520,000 project to develop the N.W. 14th/16th and S.W. 14th/13th Street one-way couplets to handle through traffic on the periphery of the Northwest Neighborhood.

The request from Multnomah County is for a $280,000 project to widen a 0.22 mile segment of N.E. 238th Avenue and provide left-turn lanes on all approaches at the N.E. 238th Avenue and Halsey Street intersection.

Interstate Transfer funds for these projects are estimated at $688,000, with Local Government providing all of the required $112,000 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

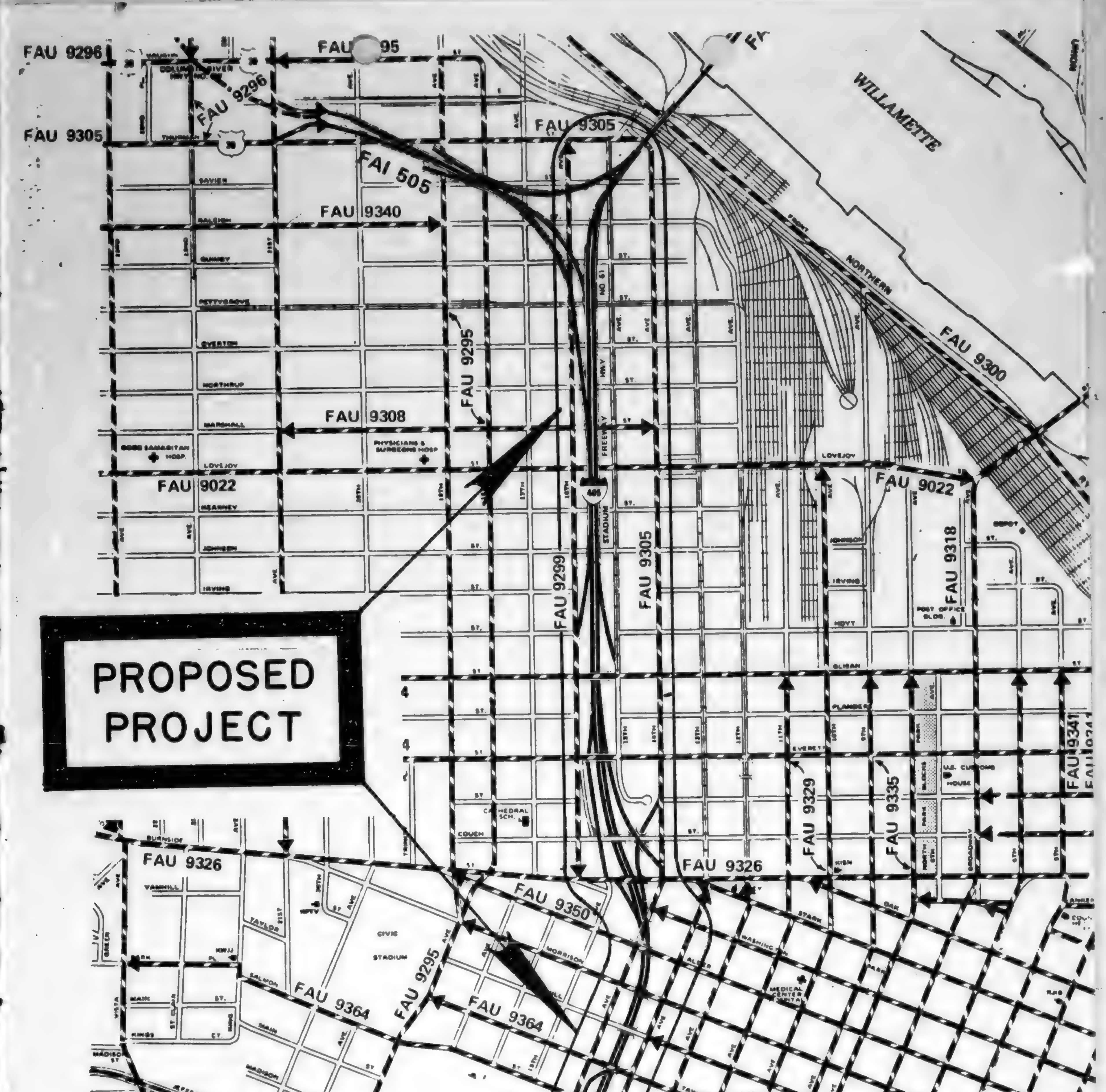
CITY OF PORTLAND
Proposed Interstate Transfer Project

NW Thurman Street-SW Columbia Street Section
NW 14th & NW 16th Streets, FAU 9305,
& SW 13th, FAU 9323 & SW 14th Streets, FAU 9305
Grade, Pave, Signals, Signing & Striping
1.0 mile
$520,000

This project consists of converting the NW 18th/19th one-way couplet to two-way and upgrading and developing the NW 14th/16th and SW 14th/13th one-way couplets to handle through traffic on the periphery of the North-West Neighborhood. Existing signals will be removed where necessary and new signals will be installed to provide traffic control. Minor amounts of right-of-way for corner cutbacks will be acquired as a participating cost of the project.

City will perform the bulk of preliminary and construction engineering.

78-f
9/6/78


PROPOSED PROJECT
FAU 9296
FAU 9295
FAU 9305
FAI 505
FAU 9340
FAU 9308
FAU 9022
FAU 9299
FAU 9318
FAU 9300
FAU 9326
FAU 9350
FAU 9364
FAU 9368
FAU 9329
FAU 9335
FAU 9341
FAP 27
WILLAMETTE
NORTHERN
STADIUM FREEWAY
405
HWY NO 47
SUNSET
LOVEJOY
JOHNSON
IRVING
HOYT
GLISAN
FLANDERS
EVERETT
COUCH
BURNSIDE
GOOD SAMARITAN HOSP.
PHYSICIANS & SURGEONS HOSP.
CATHEDRAL SCH.
CIVIC STADIUM
LINCOLN HIGH SCH.
POST OFFICE BLDG.
U.S. CUSTOMS HOUSE
MEDICAL CENTER
LIBRARY
ART MUSEUM
FEDERAL COURT HOUSE
COURT HOUSE
PIONEER POST OFFICE
CITY HALL

9401

2.

draft

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 30, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use interstate transfer funds for two highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mount Hood Freeway from the Interstate Highway System under Section 103(e) (4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process. Funding will be matched as follows:

		Federal Funds	Local Matching Funds
NW. Thurman-SW. Columbia (Couplet) NW. 14/16th & SW. 13/14th	P.E., R/W & Constr.	$446,000	$74,000
UPRR Crossing-Birch Ave. (Portland), NE. 238th Ave.	P.E., R/W	$214,000	$36,000

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds as they are authorized by the Columbia Region Association of Governments.

Sincerely,

Governor

RWS:sn

cc Columbia Region Association
of Governments

9401,

L,

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 29, 1978

TO: Executive Department
Federal Aid Coordination Unit

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: N. W. Thurman St. - S.W. Columbia St. (Portland)
Highway: N.W. 14th, 16th, 18th, 19th, S.W. 13th & 14th
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 29, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1, E. L. Hardt
District 2, W. W. Geibel
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
SEP 5 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: N. W. Thurman St. - S.W. Columbia St. (Portland)

11 12] PROJECT LOCATION—CITY: N.W. 14th/16th, 18th/19th
S.W. 13th/14th — PROJECT LOCATION—COUNTY: Multnomah — PROJECT LOCATION [79: SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The purpose of the project is to reduce through traffic along N.W. 18th and 19th [71

07 12] Avenues which are heavily developed with residential land uses, and transfer traffic [71

08 12] to N.W. 14th and 16th Avenues which are mainly developed with commercial and [71

09 12] industrial uses. The project will encourage through traffic to bypass the Goose [71

10 12] Hollow and Northwest neighborhoods on a peripheral arterial at the Eastern edge of the neighborhoods. [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
447,200	- - -	- - -	72,800	- - -	520,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: September — 43] DAY [44: 29 — 45] YEAR [46: 1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: TIP

VI. If project includes state funds (12C), identify agency - - -

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

Y-9246(-),
M-9305(-), +
M-9350(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification: NW14th/16th, 18th/19th and SW 13th/14th Avenues

Date July 11, 1978

Section NW Thurman St. to SW Columbia St.

Unit (if appl) N/A

County Multnomah

City Portland

Highway (See above)

State Hwy. No. See Map 2 for FAUS designation

Termini: M.P.(if appl)

Length 1 mile

Region Portland Metropolitan

Construction Estimate $520,000 Program Amount

B. Purpose of Project: The purpose of the project is to reduce through traffic along NW 18th and 19th Avenues which are heavily developed with residential land uses, and transfer traffic to NW 14th and 16th Avenues which are mainly developed with commercial and industrial uses. The project will encourage through traffic to bypass the Goose Hollow and Northwest neighborhoods on a peripheral arterial at the eastern edge of the neighborhoods.

C. Origin & History of Project: The project was identified in the Northwest District Association's (NWDA) Comprehensive Policies Plan published in March 1972, and was reaffirmed in 1974 in the Northwest Trafficways Plan developed by the Bureau of Planning. The Portland City Council adopted the Arterial Streets Classification Policy in June 1977, which designated the 14th/16th Avenue couplet as a "Major City Traffic Street." In February 1978, the C.R.A.G. Board of Directors approved the project.

D. General Description of Project: North of Burnside, the project is to convert the 18th/19th Avenue one-way couplet to two-way streets, and to upgrade the 14th/16th Avenue one-way couplet to handle an increased traffic load. South of Burnside, the project is to upgrade the 13th/14th one-way couplet - and link it to the 14th/16th one-way couplet. (Map 3)

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2-3 ; Med. No ; Shldrs. No ; Parking 1-8' lane
(to be determined)
Proposed: No. Lanes 2-3 ; Med. No ; Shldrs. No ; Parking To be determined

Traffic: Existing Facility: Existing ADT ______; Projected ADT ______; Yr. ______
See Table 1 Existing Level of Service See Table 1

Proposed Facility: Projected ADT ______; Yr. ______
See Table 1 Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels________
Yes, No

Acres * ; Type of Relocation Req.________________; No.________

Three minor corner cut backs and three major corner cut backs may be required. Total acreage not expected to exceed 1/3 acre, mostly State owned.
See Page 2a.
Materials Source, Borrow, Waste Disposal Requirements, if any: Local sources

Type of Structure(s): Project parallels I-405 (Stadium Freeway), which has a number of bridge and ramp structures. The project does not require any new structures. However, new traffic control devices at the east and west ends of the Couch Street overpass and possibly closing the overpass to vehicular traffic will be considered as part of the project.

Brief Description of River or Stream and Type of Involvement, if any:

DNA

Local City, County or COG priorities of project: The project has strong support of the Northwest District Neighborhood Association. The City of Portland, in adopting the Arterial Streets Classification Policy in June 1977, gave support for the project by designating 14th/16th as "Major City Traffic Streets," and NW 19th as a "Transit Street." The C.R.A.G. Board of Directors recommended the project in February 1978 to be funded from TSM Reserve Account (Category V) for Interstate transfer funds.
FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1) Do nothing.

2) The proposed project.

Note: The "TSM Task Force" (principally involved were C.R.A.G. and O.D.O.T. staff) who developed this project and nine other candidate schemes, considered a "scaled down alternative" which would simply increase the number of traffic signals and retime the remaining. It was found that the scaled-down alternative would not solve the problem in an effective manner.

Other Descriptive Information or Comments:

(Attach project sketch map.) See Map 3

Right of Way:

continued

One corner cut back at 15th and Alder may cut into a park located between I-405, Burnside, Alder and 15th. In the event this occurs, a 4(f) statement will be required. Replacement property will be available at the Firemans memorial at 18th between Morrison and Alder. This proposed project will reduce adverse impacts of traffic using the 18th-19th Couplet which surrounds this memorial.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

General Characteristics: Moderately sloping foothills, with moderately well drained, moderate strength soil. Area is highly urbanized with 90% impervious surface and significant disturbance to original surface soil layer. The underlying soil, an old sandy loam alluvium, is classified as Class I agricultural soil where not urbanized.

Little native vegetation remains except for a few stands of specimen Firs and Oaks. Decorative species now predominate. No natural drainageways exist presently although a major creek, Tanner Creek, once traversed the terrace (sewered before turn of century). Drainage now accomplished by a combined sanitary and storm sewer system.

2. Cultural:

Northwest Portland is an area with diverse population, housing, land uses, religions, ages, income, etc. An immediate impression is that Northwest has all the characteristics of a medium sized town.

The Northwest has always been a scene of diversity and contrast. In the early part of the century, it had one of the finest residential neighborhoods in the City at its southern end - Nob Hill, and at the northern end, one of the poorest and roughest - Slabtown. These links to the past have given portions of Northwest a rich character embodied in the area's buildings and street names that contain a wealth of the City's history, such as Lovejoy and Pettygrove.

Northwest Portland is the location of many social services, and religious and institutional facilities which serve the district as well as the City and region. The District has a smaller proportion of children (under 14 years old) and a larger proportion of elderly (age 65 and over) than the city as a whole.

The population of the NW District declined from 14,358 to 13,495 in the 10 years between 1960 and 1970. The District is the highest density residential neighborhood in the City with over 200 people per acre in portions of the area.

Land use of property fronting NW 14th Ave. is a mixture of commercial and industrial, with industrial uses dominating north of NW Hoyt St. The east side of NW 16th Ave. is bordered by the Stadium Freeway, while the west side is predominantly commercial and industrial with minimal residential. Cathedral School is located from 16th to 18th Ave. between Davis St. and Couch St. Land use adjacent to NW 18th Ave. and NW 19th Ave. is generally a mix of residential and commercial south of NW Northrup Ave., and industrial north of NW Northrup Ave. SW 13th Ave. is bordered on the west by the Stadium Freeway, and on the west by a residential and commercial mix. Lincoln High School is located adjacent to SW 14th Ave. south of SW Salmon St.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Right of way acquisition will be minimal since no widening is proposed. Two corner cutbacks will reduce areas of landscaping along I-405. The realignment of NW 15th Avenue, between Couch and Burnside, may require a new service driveway to an apartment building. Minor corner cutbacks along Thurman may be required for truck circulation.

2. Estimated Impact on Traffic Patterns: Traffic will decrease on NW 18th and NW 19th, and increase on SW 13th, SW 14th, NW 14th, and NW 16th. (See Table 1.) Transit service will improve on NW 18th, which will become a two-way street.

   Consequences--Air Quality, Noise, Safety, etc.: Better air quality and lower noise levels are expected along NW 18th and 19th Avenues, which should significantly benefit this residential area. Air pollutants and noise levels are expected to be slightly higher along NW 14th and 16th Avenues and along SW 13th and 14th Avenues, although the effects should be minimal since heavy traffic volumes on the adjacent Stadium Freeway dominate.

3. Estimated Impact on Land Use: Along NW 18th/19th, residential uses should stabilize. Auto-dominated uses (e.g., fast food restaurants) will be discouraged. Along NW 14th/16th, an area zoned M2 or M3, property values may be enhanced, due to the increased exposure of passing auto traffic.

   Consequences: In the Northwest and Goose Hollow neighborhoods, the project will remove a barrier between residential areas and community facilities (parks, schools, etc.), creating a more cohesive residential area. The upgrading of the 14th/16th one-way couplet, which will also function as a frontage road for the Stadium Freeway, is supportive of present land use and zoning patterns.

4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

   None

5. Expected Impact on Cultural and Scenic Resources: Northwest Portland has a diverse population, with a large proportion of elderly. The neighborhood is an important cultural center for the whole city, having many social services, and religious and institutional facilities. The project is expected to create a more suitable environment for the cultural resources of Northwest Portland.

   Consequences: The project, by removing a traffic barrier, can be expected to interknit the neighborhood.

6. Preliminary Identification of Areas of Critical Concern:

   a. Potential weave problems for northbound freeway exiting at Everett Street headed east on Everett Street.

   b. Tight alignment for southbound 16th Ave. traffic between Couch and Davis.

7. Potential for Controversial Issues: See page 6.

   None identified.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans: Traffic will be shifted from a predominantly residential area to an area mainly developed with commercial and industrial activities, so air pollutants, particularly carbon monoxide concentrations, will be affecting fewer people.
   b. Noise Standards: Noise will be reduced along NW 18th and 19th Avenues which are predominantly residential in character. Noise will increase along NW 14th and SW 16th and SW 13th and 14th Avenues with the net result of a noise advantage for area residences. Noise mitigation in the form of barriers or berms is not possible since access will have to be maintained to froning properties. A Noise Study Report will be prepared per FHPM-773.
   c. Water Quality Standards: The project will not create any additional areas of storm water run-off.
   d. Area Land Use and Transportation Plans, and Zoning: The project is in compliance with existing zoning and will encourage permitted development. The project is in compliance with the NW District Policy Plan (adopted July 1975), Downtown Circulation Policy (adopted February 1975), Arterial Street Policy (adopted June 1977).

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

6. Preliminary Identification of Areas of Critical Concern:

continued

c. Corner cut back at 15th and Alder which may require right-of-way from Parks.

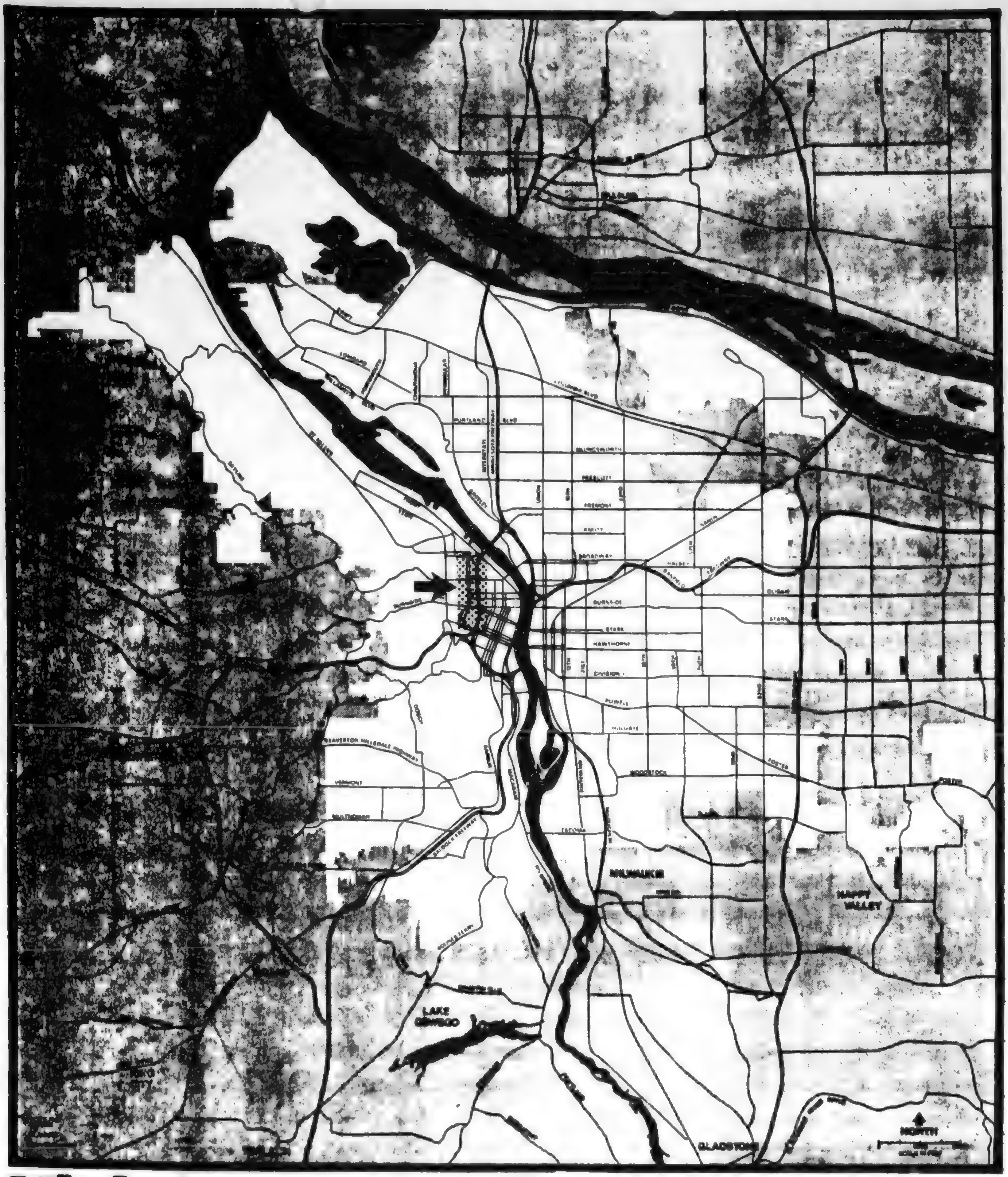
TABLE 1
TRAFFIC DATA

Location of Existing One-Way Couplet	Level of Service	Existing Signalized Intersections	Existing A.D.T.	Projected A.D.T.
NW 18th 1-way N.B.	B or C	6	2900-6000	1000-2000
NW 19th 1-way S.B.	B or C	6	3900-6000	1300-2000
SW 18th 2-way	B or C	4	8050	2700
Location of Proposed One-Way Couplet				
NW 14th 1-way N.B.	B or C[1]	5	1750-4350	3200-7400
NW 16th 1-way S.B.	B or C[2]	5	4700	6700-7000
SW 14th 1-way N.B.	B or C	3	3750	6450
SW 13th 1-way S.B.	B or C	4	6400	9200

[1] D on N.W.16th between Flanders and Everett

[2] D on N.W.14th between Burnside and Couch

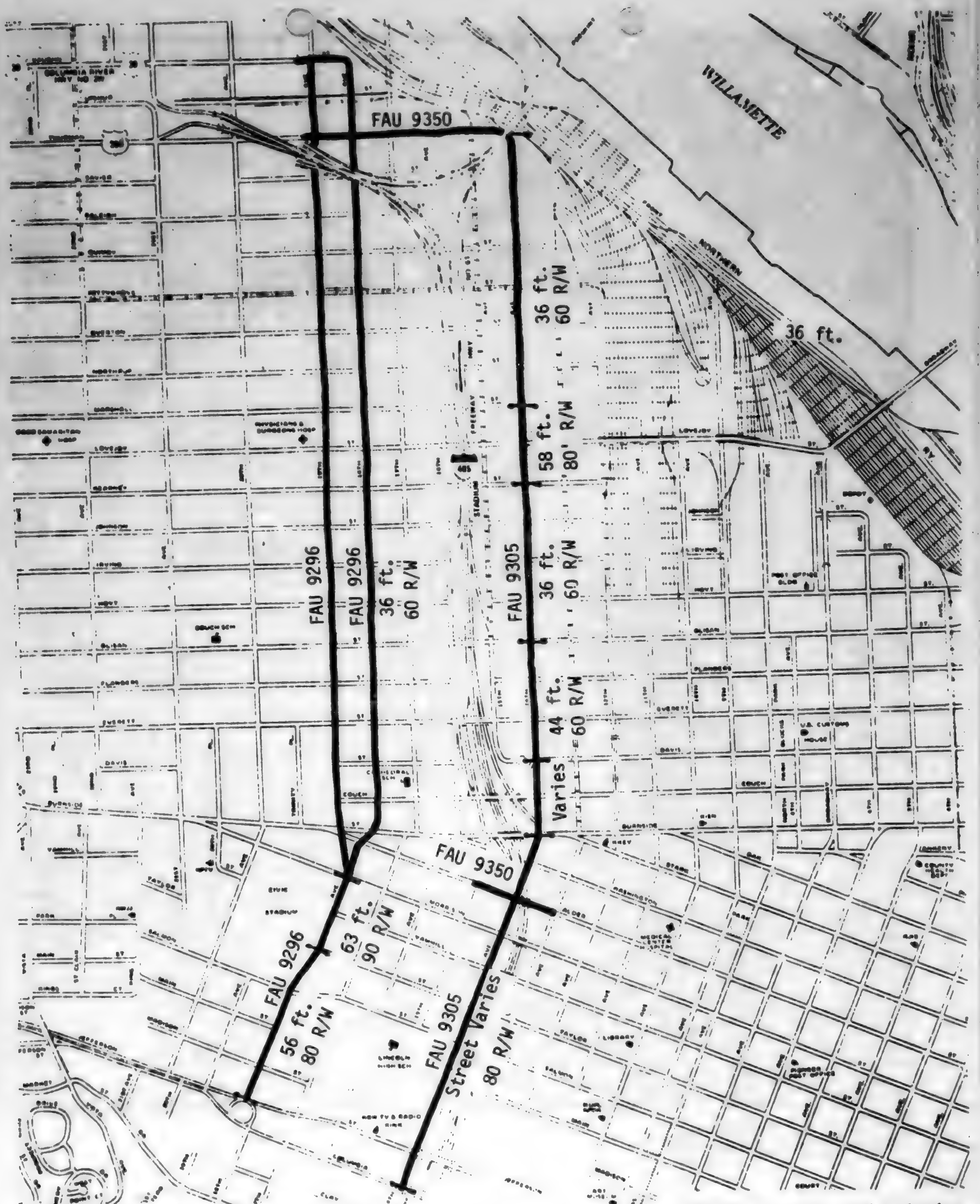
Note: This data is subject to further analysis as part of the project.


FREMONT
BROADWAY
HALSEY
SANDY
GLISAN
BURNSIDE
STARK
HAWTHORNE
DIVISION
POWELL
HOLGATE
WOODSTOCK
FOSTER
BEAVERTON HILLSDALE HIGHWAY
VERMONT
MULTNOMAH
MILWAUKIE
HAPPY VALLEY
LAKE OSWEGO
GLADSTONE
NORTH

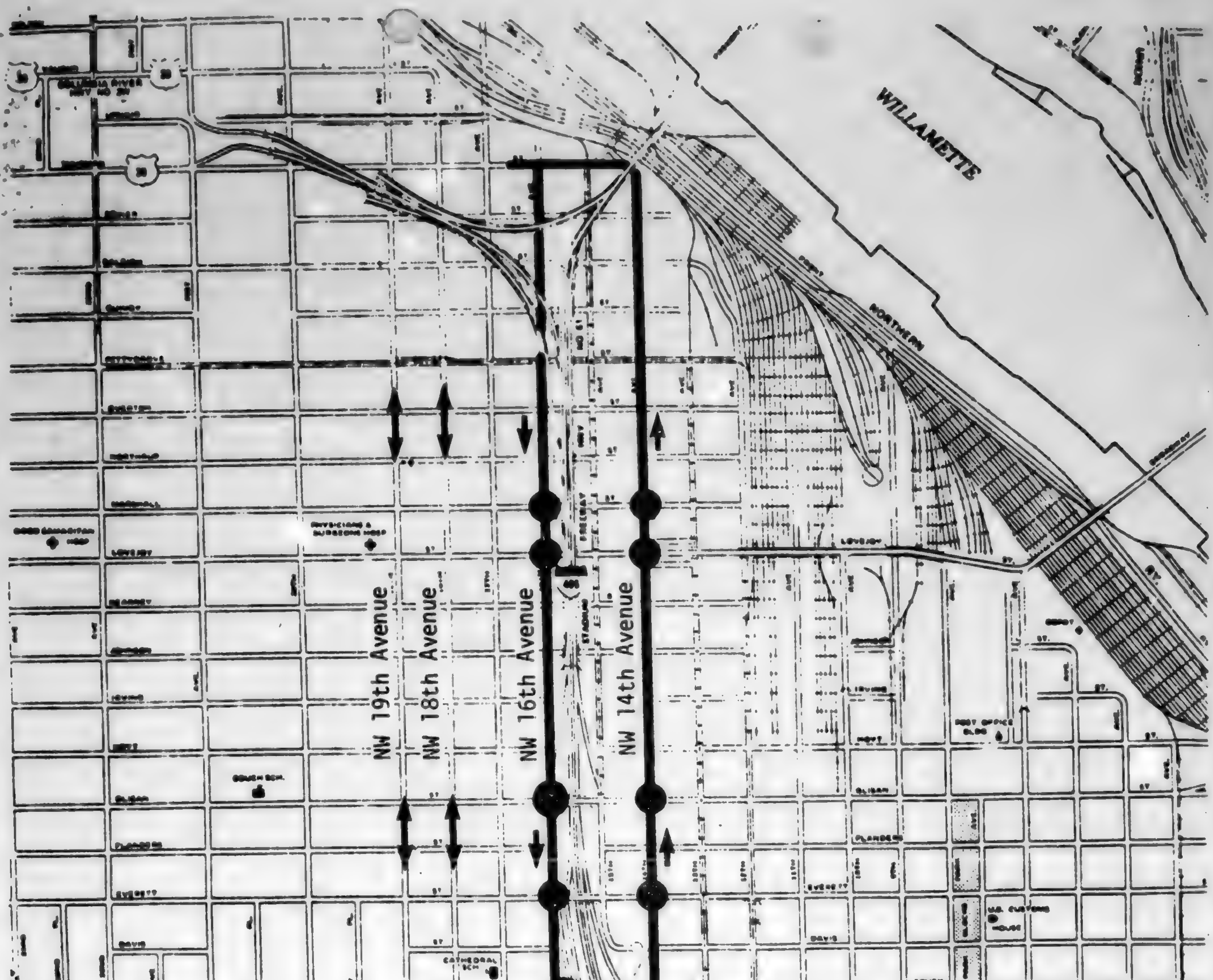
Vicinity

NORTH

Project Location
Map 1


WILLAMETTE
NORTHERN
36 ft.
FAU 9350
36 ft.
60 R/W
58 ft.
80' R/W
FAU 9305
36 ft.
60 R/W
44 ft.
60 R/W
Varies
FAU 9296
FAU 9296
36 ft.
60 R/W
FAU 9350
63 ft.
90 R/W
FAU 9296
56 ft.
80 R/W
FAU 9305
Street Varies
80 R/W

FAU Designation and Existing
R/W and Street Widths
Map 2


WILLAMETTE
NORTHERN
NW 19th Avenue
NW 18th Avenue
NW 16th Avenue
NW 14th Avenue
SW 14th Avenue
SW 13th Avenue
LOVEJOY
POST OFFICE BLDG
LINCOLN HIGH SCH
SUNSET

14th/16th and 13th/14th
One-Way Couplets
Map 3

9401

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 29, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

SUBJECT: Project Data Submission
Multnomah County

Attached is support data consisting of PR-1 forms and project maps for the following projects:

Item No.	Project No.	Section
80391	IX-9877(1)	UPRR X'ing-Birch Ave.(Wood Village)
80392	IX-0000(8)	N.W. Thurman St.-S.W. Col. St. (Portland)

We request the following:

1) Financing for the preceding projects utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost and obligation of Federal funds on each project as follows:

Project No.	Est. Total Cost	Federal Funds
IX-9877(1)	$30,000.00	$25,700.00
IX-0000(8)	50,000.00	42,800.00
	$80,000.00	$68,500.00

2) Authorization to proceed with all phases of Preliminary Engineering, including utility preparatory work, in accordance with the Oregon Action Plan, Federal Regulations and Statutes.

These requests are based on Governor Straub's letter dated ____________ 1978 to Mr. G. L. Green, Division Administrator.

A copy, for each project, of the State Clearinghouse A-95 review letter of approval will be forwarded under separate action.

JLG:pf
Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Garry Zehner w/att

Budget Bureau No. 41-R2067;
U.S.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.: 8-29-78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21: St, NW 14/16/18/19th & SW 13/14th (Portland) 65	ADT	PRESENT: See back (66)	FUTURE: See back (70)	YEAR (71): 98 (72)	REGION: 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14: IX - 23	NUMBER 7: 0000

CARD 4	CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded	COUNTY NAME: Multnomah				COD 051
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. U	FEDERAL-AID: See back (32)	STATE: Street (36)	U.S. (37) ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		85.77%	1.0	50,000	42,800	----	7,200
5					**ROW**				(5,000)			
5					**CONST** (CODE)		"NW Thurman St.-SW Columbia St.(Portland) Section"		(465,000)			

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG		1.0	50,000 (16) (23)	42,800 (24) (33)	----	7,200
1	14	PROGRAM APPROVAL DATES: 8-25-78					REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-29-78

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
NW 14/16/18/19th & SW 13/14th (Portland)	ADT	See back	See back	98	10	Oregon	41	823	80392

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
Engineering		▨	▨	▨	▨			IX -	0000	(8)		

nterstate Substitutions General Funded

COUNTY NAME Multnomah CODE 051

PROGRAM STAGE ☐ 1 OR ☐ 2

Portland

ROUTE NO. 0 FEDERAL-AID See back STATE Street U.S. ----

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		85.77%	1.0	50,000	42,800	----	7,200	
W				(5,000)				
NST E)		"NW Thurman St.-SW Columbia St.(Portland) Section"		(465,000)				ROW - 60' min; Access Control-none; Parking Restrictions-Partial.
JLG		PROJECT TOTALS	1.0	50,000	42,800	----	7,200	

VAL DATES 8-25-78

REMARKS

-Over_

USCOMM DUSCOMM-DC 48905-P61

NW THURMAN ST.-SW COLUMBIA ST. (PORTLAND) SEC.
PROJECT NO. IX-0000 (8)

Street	FAU	ADT Present	ADT Future	Existing Traffic	Extg. Signal Intersections
SW 13th	9299	6400	9200	1-way S.B.	4
SW 14th	9305	3750	6450	1-way S.B.	3
NW 14th	9305	1750-4350	3200-7400	1-way N.B.	5
NW 16th	9299	4700	6700-7000	1-way S.B.	5
NW 18th	9296	2900-6000	1000-2000	1-way N.B.	6
SW 18th	9296	8050	2700	2-way	4
NW 19th	9296	3900-6000	1300-2000	1-way S.B.	6

Project Data:

Work under this project consists of preliminary engineering all phases, including utility preparatory work, for future conversion of the 18th/19th Ave. one-way couplet to two-way streets and to upgrade the 14th/16th Ave. one-way couplet to handle an increased traffic load. South of Burnside, the project is for future upgrade of the 13th/14th one-way couplet and link it to the 14th/16th one-way couplet.

System Action:

Changes to be accomplished as required.

Water Developments, Historical Areas:

None involved.

Recreational Area:

May involve curb-side park.

Railroad Crossing Data:

Street ----------	NW Pettygrove St.	NW 14th Ave
Name of Railroad-	PTC/Burlington Northern	Portland Te
No. of Tracks ---	One	One
No. of Trains ---	2-4 nights/wk 4-3 nights/wk	2 per nigh
No. of Hi-Speed Trains --	None	None
Present Protection ------	None	None
Proposed Protection -----	To be determined	To be dete
Railroad Benefits -------	To be determined	To be dete

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on July 2

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review approval dated
b) Dist. 2 Clearinghouse -- A-95 review satisfied thro
of project in CRAG FY'78

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Regula
Statutes.

Data for PR-37:

Field Work -----------------------	$45,000.00
PS&E Preparation -----------------	5,000.00
TOTAL	$50,000.00

Note:

1) This project is in Congressional District No. 1.
2) Included in CRAG FY'78 TIP/AE under Board Resoluti
BD 780202 dated February 23, 1978.

OLUMBIA ST. (PORTLAND) SEC.

(8)

ADT		Existing Traffic	Extg. Signal Intersections
resent	Future		
6400	9200	1-way S.B.	4
3750	6450	1-way S.B.	3
50-4350	3200-7400	1-way N.B.	5
4700	6700-7000	1-way S.B.	5
00-6000	1000-2000	1-way N.B.	6
8050	2700	2-way	4
00-6000	1300-2000	1-way S.B.	6

project consists of preliminary engineering all
g utility preparatory work, for future conversion
Ave. one-way couplet to two-way streets and to
/16th Ave. one-way couplet to handle an increased
outh of Burnside, the project is for future up-
h/14th one-way couplet and link it to the 14th/16th

complished as required.

Historical Areas:

-side park.

Railroad Crossing Data:

Street ----------	NW Pettygrove St.	NW 14th Ave.
Name of Railroad-	PTC/Burlington Northern	Portland Terminal Co.
No. of Tracks ---	One	One
No. of Trains ---	2-4 nights/wk 4-3 nights/wk	2 per night
No. of Hi-Speed Trains --	None	None
Present Protection ------	None	None
Proposed Protection -----	To be determined	To be determined
Railroad Benefits -------	To be determined	To be determined

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on July 27, 1978.

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review approval dated ______________.
b) Dist. 2 Clearinghouse -- A-95 review satisfied through inclusion of project in CRAG FY'78 TIP.

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Regulations and Statutes.

Data for PR-37:

Field Work ------------------------	$45,000.00
PS&E Preparation ------------------	5,000.00
TOTAL	$50,000.00

Note:

1) This project is in Congressional District No. 1.
2) Included in CRAG FY'78 TIP/AE under Board Resolution BD 780202 dated February 23, 1978.

9401

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. MOEHRING, Head
Project Management Section

DATE: August ~~1~~ 15, 1978

FROM: MAX J. KLOTZ
Technical Services Engineer

SUBJECT: Project Request e(4) Transfer Funds
NW One-way Couplet Systems
NW Thurman-SW Columbia Street
City of Portland
Multnomah County
Planning File No. 78-67

Attached is a request packet containing an Authority for Survey, Project Information Sheet, Federal Aid Project Request, Environmental Assessment, a copy of CRAG Resolution BD 780202 and Signal Warrant Data.

The project is included in CRAG Resolution BD 780202 but is not included in the Six Year Program.

The city has requested to do both preliminary and construction engineering.

Please program $50,000 for preliminary engineering at this time.

MDI:lh

attachments

cc: F. E. Terpin
Technical Services (6)

8-14-78
Discussed w/Max Klotz
We will process project
and City will revise system
(1 block on S. end 16th St.)
Fed. Aid Unit & G. Winier concur.

8-15-78
Survey Authorization
to Terpin.
cc of request Packet
to SWAN.

PROJECT MANAGEMENT
FILE ☐ CC
LCE W F O

Zehner LG UP

cc Max Klotz
If this schedule
isn't satisfactory,
let us know
G Winier
sent 8-11-78

→ Before taking project to
Comm transmit system
change request to Board
for the annual submittal to FHWA

81-125-1367

9401

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section NW One-way couplet systems Date 7/31/78

Highway NW Thurman Street-SW Columbia Street County Multnomah

Existing Facility

Access control? no parking restrictions? yes
Airport within 2 miles? no name n/a
Water development in the area? Portland Waterfront
Recreation areas none
Historical areas none

Roadway: no. lanes 2-3 paved shoulders? no
pavement width 36 ft. or 44 ft.

Structures: MP description
on Alder Street between 13th and 14th Streets

Signals: location
NW 18th
NW 19th
Couch/15th
Alder/14th
Taylor/13th

Descriptions of adjacent sections non-applicable

end:
end:

Railroad crossings

Name of railroad Burlington Northern no. of tracks 1
Number of trains 2-4 nights,4-3 nights no. of hi-speed trains none
Present protection none
Proposed protection possibly red light flashers
Railroad benefits improved traffic control

Form E-39 (Rev 9-71)

9401

REGON STATE HIGHWAY DIVISION Planning File No. 78-67

AUTHORITY FOR SURVEY

Section N.W. THURMAN ST. - S.W. COLUMBIA

Highway N.W. 14th/16th and S.W. 13th/14th

County Multnomah

Date July 26, 1978

Authorization No. 1

Survey Prefix 326-1960 (Assigned by Salem office)

Description of termini, route, length, etc.:

To upgrade local streets as a one-way couplet system using N.W. 14th/16th Ave. from Thurman to W. Burnside, and S.W. 13th/14th from W. Burnside to S.W. Columbia. Overall length 1 mile.

Proposed: Upgrade subject streets using minor curb cut back and traffic control devices to improve couplet system.

Purpose of survey: City to perform field survey, prepare necessary environmental documents, plans, specifications, and estimate.

State to monitor PE, review plans, and complete PS&E.

IX-0000(8)
10-16-78

e(4)
Category III NM

		Estimate of Cost
Field Survey	(901)	600
Citizen Participation	(902)	
City or County	(903)	47,000
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	600
Soils & Geology	(910)	
Traffic	(911)	400
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	400
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 50,000

Previous authorization . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E. Perpin
Location Engineer

Approved:

Tech. Serv. Mgr.

SP*2758-734

9401

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: JON R. ROSE
Federal Aid Coordinator

DATE: July 20, 1978

[illegible]
JON ROSE

FROM: THOMAS H. SCHWAB Tom Schwab
Transportation Analysis Engineer

SUBJECT: Project Request
N.W. 14-16th and 13th-14th
One-way Couplets
City of Portland
78-67

As requested, the city has furnished the attached signal warrant data to support its request for 3 signals on the proposed 14th-16th Avenue one-way couplet.

The signal at Alder and 14th Avenue can be justified on the basis of accidents. The signal at Taylor and 13th meets the system warrant. The signal at 16th and the 15th off ramp does not meet any warrants at the present time. A signal is proposed at this time to resolve the conflict with merging traffic (see intersection layout). A 50 percent increase in traffic due to diversion from the 18th-19th Street couplet would provide the traffic volume required to meet systems warrant.

It is believed that there is sufficient justification for signals at these three locations to qualify for Federal Aid funding.

ja

Jon; The Traffic Signal warrant sheets are in the Project Request Packet being prepared by Max
Tom

81-125-1387

9401

M-9246(-),
M-9305(-), +
M-9350(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification: NW14th/16th, 18th/19th and SW 13th/14th Avenues

Date July 11, 1978

Section NW Thurman St. to SW Columbia St.

Unit (if appl) N/A

County Multnomah

City Portland

Highway (See above)

State Hwy. No. See Map 2 for FAUS designation

Termini: M.P.(if appl) ______

Length 1 mile

Region Portland Metropolitan

Construction Estimate $520,000
Program Amount

B. Purpose of Project: The purpose of the project is to reduce through traffic along NW 18th and 19th Avenues which are heavily developed with residential land uses, and transfer traffic to NW 14th and 16th Avenues which are mainly developed with commercial and industrial uses. The project will encourage through traffic to bypass the Goose Hollow and Northwest neighborhoods on a peripheral arterial at the eastern edge of the neighborhoods.

C. Origin & History of Project: The project was identified in the Northwest District Association's (NWDA) Comprehensive Policies Plan published in March 1972, and was reaffirmed in 1974 in the Northwest Trafficways Plan developed by the Bureau of Planning. The Portland City Council adopted the Arterial Streets Classification Policy in June 1977, which designated the 14th/16th Avenue couplet as a "Major City Traffic Street." In February 1978, the C.R.A.G. Board of Directors approved the project.

D. General Description of Project: North of Burnside, the project is to convert the 18th/19th Avenue one-way couplet to two-way streets, and to upgrade the 14th/16th Avenue one-way couplet to handle an increased traffic load. South of Burnside, the project is to upgrade the 13th/14th one-way couplet - and link it to the 14th/16th one-way couplet. (Map 3)

Alignment: New ______ Existing ______ Combined X

Typical Section: Existing: No. Lanes 2-3; Med. No; Shldrs. No; Parking 1-8' lane

(to be determined)

Proposed: No. Lanes 2-3; Med. No; Shldrs. No; Parking To be determined

Traffic: Existing Facility: Existing ADT ______; Projected ADT ______; Yr. ______

See Table 1

Existing Level of Service See Table 1

Proposed Facility: Projected ADT ______; Yr. ______

See Table 1

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels_______
Yes, No

Acres * ; Type of Relocation Req.________________; No.________

Three minor corner cut backs and three major corner cut backs may be required. Total acreage not expected to exceed 1/3 acre, mostly State owned.
See Page 2a.

Materials Source, Borrow, Waste Disposal Requirements, if any: Local sources

Type of Structure(s): Project parallels I-405 (Stadium Freeway), which has a number of bridge and ramp structures. The project does not require any new structures. However, new traffic control devices at the east and west ends of the Couch Street overpass and possibly closing the overpass to vehicular traffic will be considered as part of the project.

Brief Description of River or Stream and Type of Involvement, if any:

DNA

Local City, County or COG priorities of project: The project has strong support of the Northwest District Neighborhood Association. The City of Portland, in adopting the Arterial Streets Classification Policy in June 1977, gave support for the project by designating 14th/16th as "Major City Traffic Streets," and NW 19th as a "Transit Street." The C.R.A.G. Board of Directors recommended the project in February 1978 to be funded from TSM Reserve Account (Category V) for Interstate transfer funds.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1) Do nothing.

2) The proposed project.

Note: The "TSM Task Force" (principally involved were C.R.A.G. and O.D.O.T. staff) who developed this project and nine other candidate schemes, considered a "scaled down alternative" which would simply increase the number of traffic signals and retime the remaining. It was found that the scaled-down alternative would not solve the problem in an effective manner.

Other Descriptive Information or Comments:

(Attach project sketch map.) See Map 3

Right of Way:

continued

One corner cut back at 15th and Alder may cut into a park located between I-405, Burnside, Alder and 15th. In the event this occurs, a 4(f) statement will be required. Replacement property will be available at the Firemans memorial at 18th between Morrison and Alder. This proposed project will reduce adverse impacts of traffic using the 18th-19th Couplet which surrounds this memorial.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

General Characteristics: Moderately sloping foothills, with moderately well drained, moderate strength soil. Area is highly urbanized with 90% impervious surface and significant disturbance to original surface soil layer. The underlying soil, an old sandy loam alluvium, is classified as Class I agricultural soil where not urbanized.

Little native vegetation remains except for a few stands of specimen Firs and Oaks. Decorative species now predominate. No natural drainageways exist presently although a major creek, Tanner Creek, once traversed the terrace (sewered before turn of century). Drainage now accomplished by a combined sanitary and storm sewer system.

2. Cultural:

Northwest Portland is an area with diverse population, housing, land uses, religions, ages, income, etc. An immediate impression is that Northwest has all the characteristics of a medium sized town.

The Northwest has always been a scene of diversity and contrast. In the early part of the century, it had one of the finest residential neighborhoods in the City at its southern end - Nob Hill, and at the northern end, one of the poorest and roughest - Slabtown. These links to the past have given portions of Northwest a rich character embodied in the area's buildings and street names that contain a wealth of the City's history, such as Lovejoy and Pettygrove.

Northwest Portland is the location of many social services, and religious and institutional facilities which serve the district as well as the City and region. The District has a smaller proportion of children (under 14 years old) and a larger proportion of elderly (age 65 and over) than the city as a whole.

The population of the NW District declined from 14,358 to 13,495 in the 10 years between 1960 and 1970. The District is the highest density residential neighborhood in the City with over 200 people per acre in portions of the area.

Land use of property fronting NW 14th Ave. is a mixture of commercial and industrial, with industrial uses dominating north of NW Hoyt St. The east side of NW 16th Ave. is bordered by the Stadium Freeway, while the west side is predominantly commercial and industrial with minimal residential. Cathedral School is located from 16th to 18th Ave. between Davis St. and Couch St. Land use adjacent to NW 18th Ave. and NW 19th Ave. is generally a mix of residential and commercial south of NW Northrup Ave., and industrial north of NW Northrup Ave. SW 13th Ave. is bordered on the west by the Stadium Freeway, and on the west by a residential and commercial mix. Lincoln High School is located adjacent to SW 14th Ave. south of SW Salmon St.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Right of way acquisition will be minimal since no widening is proposed. Two corner cutbacks will reduce areas of landscaping along I-405. The realignment of NW 15th Avenue, between Couch and Burnside, may require a new service driveway to an apartment building. Minor corner cutbacks along Thurman may be required for truck circulation.

2. Estimated Impact on Traffic Patterns: Traffic will decrease on NW 18th and NW 19th, and increase on SW 13th, SW 14th, NW 14th, and NW 16th. (See Table 1.) Transit service will improve on NW 18th, which will become a two-way street.

   Consequences--Air Quality, Noise, Safety, etc.: Better air quality and lower noise levels are expected along NW 18th and 19th Avenues, which should significantly benefit this residential area. Air pollutants and noise levels are expected to be slightly higher along NW 14th and 16th Avenues and along SW 13th and 14th Avenues, although the effects should be minimal since heavy traffic volumes on the adjacent Stadium Freeway dominate.

3. Estimated Impact on Land Use: Along NW 18th/19th, residential uses should stabilize. Auto-dominated uses (e.g., fast food restaurants) will be discouraged. Along NW 14th/16th, an area zoned M2 or M3, property values may be enhanced, due to the increased exposure of passing auto traffic.

   Consequences: In the Northwest and Goose Hollow neighborhoods, the project will remove a barrier between residential areas and community facilities (parks, schools, etc.), creating a more cohesive residential area. The upgrading of the 14th/16th one-way couplet, which will also function as a frontage road for the Stadium Freeway, is supportive of present land use and zoning patterns.

4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

   None

5. Expected Impact on Cultural and Scenic Resources: Northwest Portland has a diverse population, with a large proportion of elderly. The neighborhood is an important cultural center for the whole city, having many social services, and religious and institutional facilities. The project is expected to create a more suitable environment for the cultural resources of Northwest Portland.

   Consequences: The project, by removing a traffic barrier, can be expected to interknit the neighborhood.

6. Preliminary Identification of Areas of Critical Concern:

   a. Potential weave problems for northbound freeway exiting at Everett Street headed east on Everett Street.

   b. Tight alignment for southbound 16th Ave. traffic between Couch and Davis. See page 6.

7. Potential for Controversial Issues:

   None identified.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans: Traffic will be shifted from a predominantly residential area to an area mainly developed with commercial and industrial activities, so air pollutants, particularly carbon monoxide concentrations, will be affecting fewer people.
   b. Noise Standards: Noise will be reduced along NW 18th and 19th Avenues which are predominantly residential in character. Noise will increase along NW 14th and SW 16th and SW 13th and 14th Avenues with the net result of a noise advantage for area residences. Noise mitigation in the form of barriers or berms is not possible since access will have to be maintained to froning properties. A Noise Study Report will be prepared per FHPM-773.
   c. Water Quality Standards: The project will not create any additional areas of storm water run-off.
   d. Area Land Use and Transportation Plans, and Zoning: The project is in compliance with existing zoning and will encourage permitted development. The project is in compliance with the NW District Policy Plan (adopted July 1975), Downtown Circulation Policy (adopted February 1975), Arterial Street Policy (adopted June 1977).

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS ____ D & F Neg.Dec. X ASSESSMENT ONLY

____ Section 4(f) ____ Section 4(f) ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4

6. Preliminary Identification of Areas of Critical Concern:

continued

c. Corner cut back at 15th and Alder which may require right-of-way from Parks.

TABLE 1

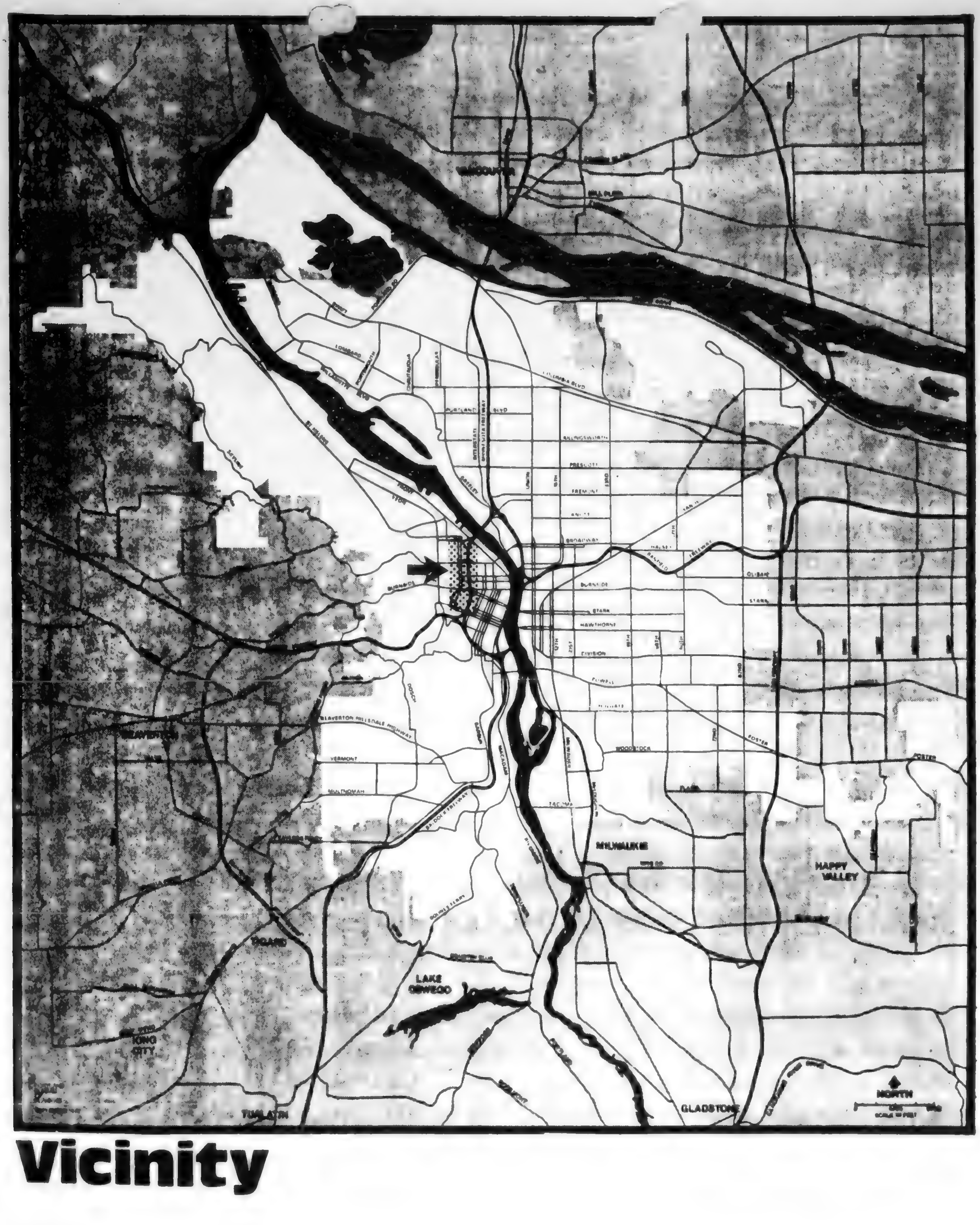
TRAFFIC DATA

Location of Existing One-Way Couplet	Level of Service	Existing Signalized Intersections	Existing A.D.T.	Projected A.D.T.
NW 18th 1-way N.B.	B or C	6	2900-6000	1000-2000
NW 19th 1-way S.B.	B or C	6	3900-6000	1300-2000
SW 18th 2-way	B or C	4	8050	2700
Location of Proposed One-Way Couplet				
NW 14th 1-way N.B.	B or C[1]	5	1750-4350	3200-7400
NW 16th 1-way S.B.	B or C[2]	5	4700	6700-7000
SW 14th 1-way N.B.	B or C	3	3750	6450
SW 13th 1-way S.B.	B or C	4	6400	9200

[1] D on N.W. 16th between Flanders and Everett

[2] D on N.W. 14th between Burnside and Couch

Note: This data is subject to further analysis as part of the project.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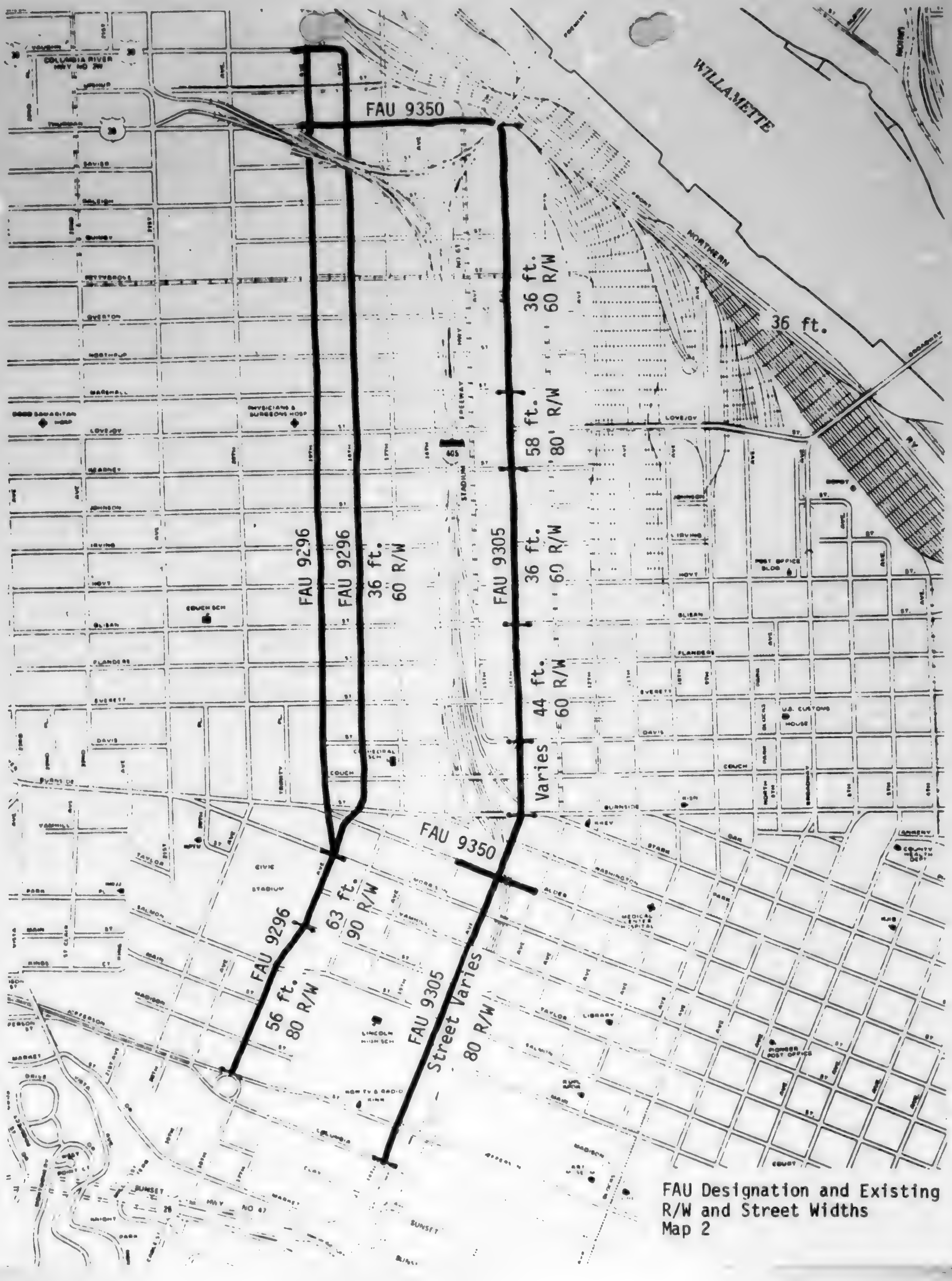
BEAVERTON
MILWAUKIE
HAPPY VALLEY
TIGARD
LAKE OSWEGO
KING CITY
TUALATIN
GLADSTONE
NORTH
LOMBARD
PORTLAND BLVD
COLUMBIA BLVD
KILLINGSWORTH
PRESCOTT
FREMONT
BROADWAY
BURNSIDE
STARK
HAWTHORNE
DIVISION
POWELL
WOODSTOCK
FOSTER
VERMONT
MULTNOMAH
BEAVERTON HILLSDALE HIGHWAY
BANFIELD FREEWAY
GLISAN
TACOMA

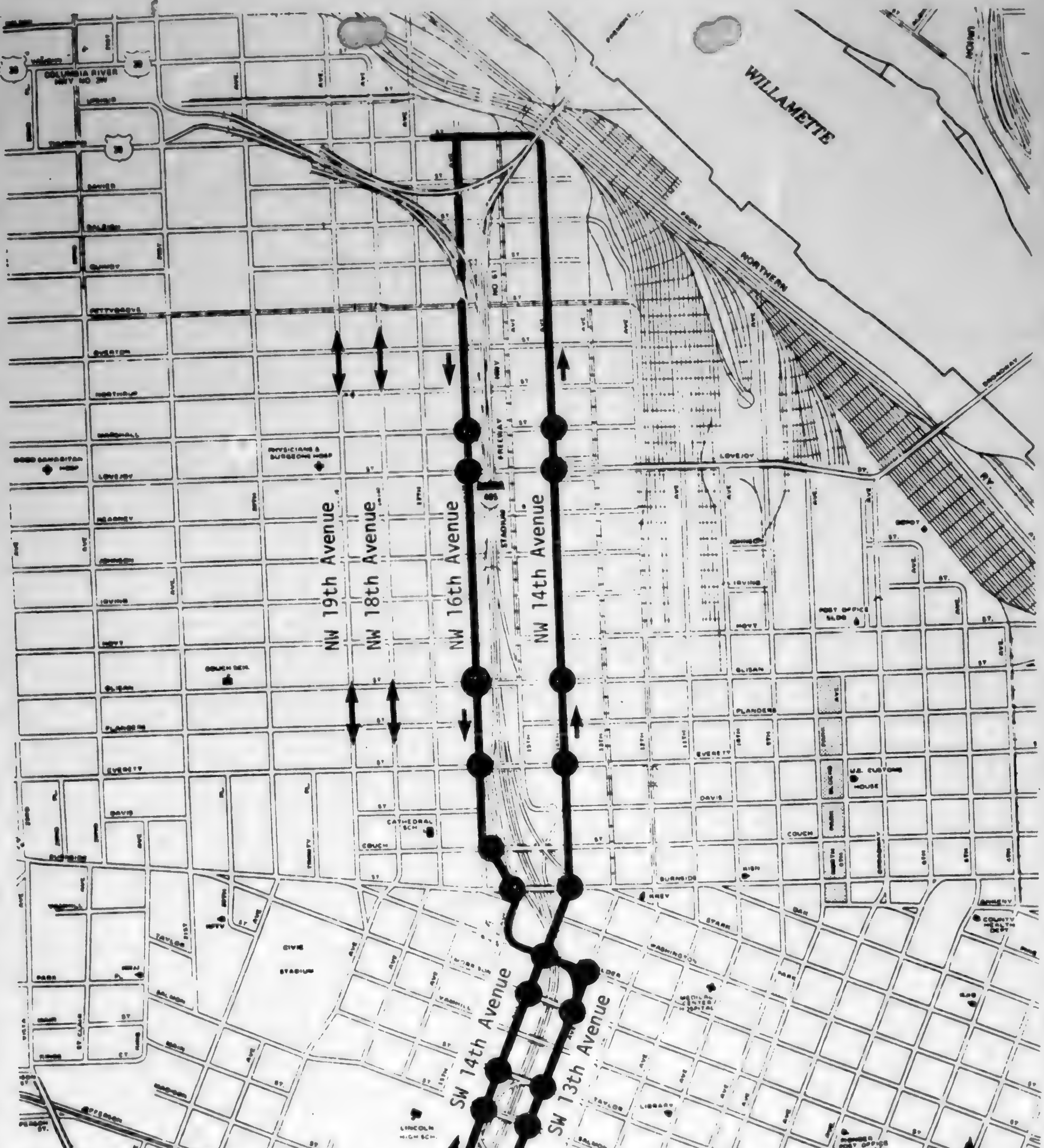
Vicinity

NORTH

Project Location
Map 1


WILLAMETTE
NORTHERN
FAU 9350
FAU 9296
FAU 9296
36 ft.
60 R/W
FAU 9305
36 ft.
60 R/W
58 ft.
80' R/W
36 ft.
60 R/W
44 ft.
60 R/W
Varies
36 ft.
FAU 9350
FAU 9296
63 ft.
90 R/W
56 ft.
80 R/W
FAU 9305
Street Varies
80 R/W
COLUMBIA RIVER HWY NO 2W
DAVIS
RALEIGH
OVERTON
NORTHRUP
MARSHALL
LOVEJOY
KEARNEY
JOHNSON
IRVING
HOYT
GLISAN
FLANDERS
EVERETT
COUCH
BURNSIDE
CIVIC STADIUM
LINCOLN HIGH SCH
GOOD SAMARITAN HOSP
PHYSICIANS & SURGEONS HOSP
COUCH SCH
POST OFFICE BLDG
U.S. CUSTOMS HOUSE
MEDICAL CENTER HOSPITAL
LIBRARY
PIONEER POST OFFICE
BROADWAY
SUNSET HWY NO 47
FREEWAY
405

FAU Designation and Existing
R/W and Street Widths
Map 2


WILLAMETTE
NORTHERN
RY.
NW 19th Avenue
NW 18th Avenue
NW 16th Avenue
NW 14th Avenue
LOVEJOY
BURNSIDE
CIVIC STADIUM
CATHEDRAL SCH.
POST OFFICE BLDG
U.S. CUSTOMS HOUSE
LINCOLN HIGH SCH.
SW 14th Avenue
SW 13th Avenue
SUNSET

14th/16th and 13th/14th
One-Way Couplets
Map 3

9401

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification: NW14th/16th, 18th/19th and SW 13th/14th Avenues

Date March 20, 1978

Section NW Thurman St. to SW Columbia St.
Unit (if appl) N/A

County Multnomah
City Portland

Highway (See above)
State Hwy. No. See Map 2 for FAUS designation

Termini: M.P.(if appl)
Length 1 mile

Region Portland Metropolitan
Construction Estimate $520,000 Program Amount

B. Purpose of Project: The purpose of the project is to reduce through traffic along NW 18th and 19th Avenues which are heavily developed with residential land uses, and transfer traffic to NW 14th and 16th Avenues which are mainly developed with commercial and industrial uses. The project will encourage through traffic to bypass the Goose Hollow and Northwest neighborhoods on a peripheral arterial at the eastern edge of the neighborhoods.

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Alignment: New ____ Existing ____ Combined X

Typical Section: Existing: No. Lanes 2-3 ; Med. No ; Shldrs. No ; Parking 1-8' lane
(to be determined)
Proposed: No. Lanes 2-3 ; Med. No ; Shldrs. No ; Parking To be determine

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____
See Table 1
Existing Level of Service See Table 1

Proposed Facility: Projected ADT ____; Yr. ____
See Table 1
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734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels _______
Yes, No

Acres * ; Type of Relocation Req. ________________ ; No. ________

Three minor corner cut backs and three major corner cut backs may be required. Total acreage not expected to exceed 1/3 acre, mostly State owned.
See Page 2a.
Materials Source, Borrow, Waste Disposal Requirements, if any: Local sources

Type of Structure(s): Project parallels I-405 (Stadium Freeway), which has a number of bridge and ramp structures. The project does not require any new structures. However, new traffic control devices at the east and west ends of the Couch Street overpass (see Map 4) and possibly closing the overpass to vehicular traffic will be considered as part of the project.

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DNA

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FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1) Do nothing.

2) The proposed project.

Note: The "TSM Task Force" (principally involved were C.R.A.G. and O.D.O.T. staff) who developed this project and nine other candidate schemes, considered a "scaled down alternative" which would simply increase the number of traffic signals and retime the remaining. It was found that the scaled-down alternative would not solve the problem in an effective manner.

Other Descriptive Information or Comments:

(Attach project sketch map.) See Map 3

Right of Way:

continued

One corner cut back at 15th and Alder may cut into a park located between I-405, Burnside, Alder and 15th. In the event this occurs, a 4(f) statement will be required. Replacement property will be available at the Firemans memorial at 18th between Morrison and Alder. This proposed project will reduce adverse impacts of traffic using the 18th-19th Couplet which surrounds this memorial.

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4. Expected Impact on Natural Ecological Resources:

   None

   Consequences:

   None

5. Expected Impact on Cultural and Scenic Resources: Northwest Portland has a diverse population, with a large proportion of elderly. The neighborhood is an important cultural center for the whole city, having many social services, and religious and institutional facilities. The project is expected to create a more suitable environment for the cultural resources of Northwest Portland.

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   b. Tight alignment for southbound 16th Avenue traffic between Couch and Davis. (See Map 4.) See Page 5a.

7. Potential for Controversial Issues:

   None identified.

8. Potential for Consistency of Proposal With:

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C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
_*_ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

*Basis for Type of Action and Documentation: A small amount of state-owned land presently used as a curbside park is likely to be affected by the project. It appears likely, however that the property can be determined nonsignificant per paragraph 20 c, FHPM-772.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

6. Preliminary Identification of Areas of Critical Concern:

continued

c. Corner cut back at 15th and Alder which may require right-of-way from Parks.

TABLE 1

TRAFFIC DATA

Location of Existing One-Way Couplet	Level of Service	Existing Signalized Intersections	Existing A.D.T.	Projected A.D.T.
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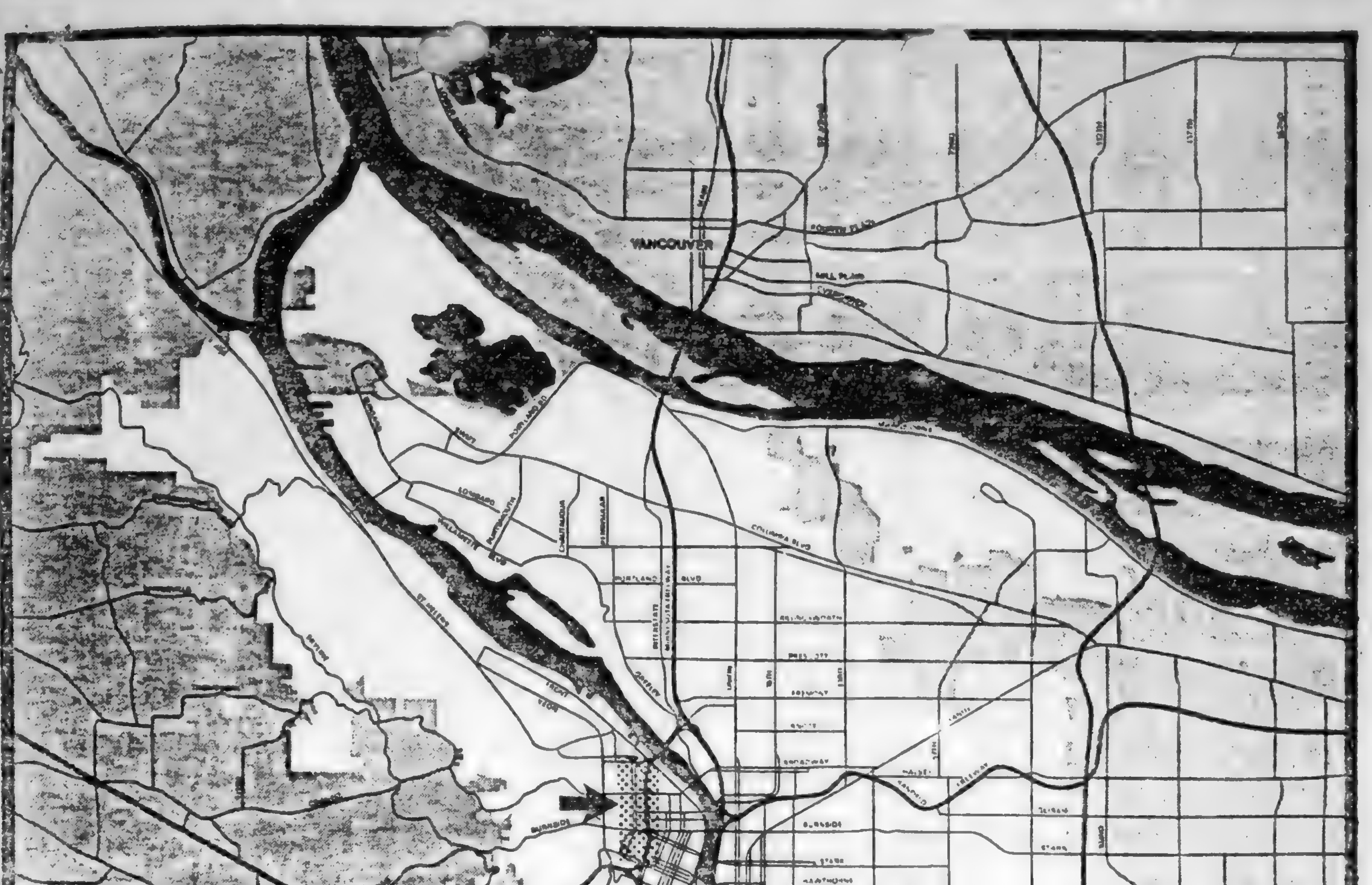
Note: This data is subject to further analysis as part of the project.

[1] D on N.W. 16th between Flanders and Everett

[2] D on N.W. 14th between Burnside and Couch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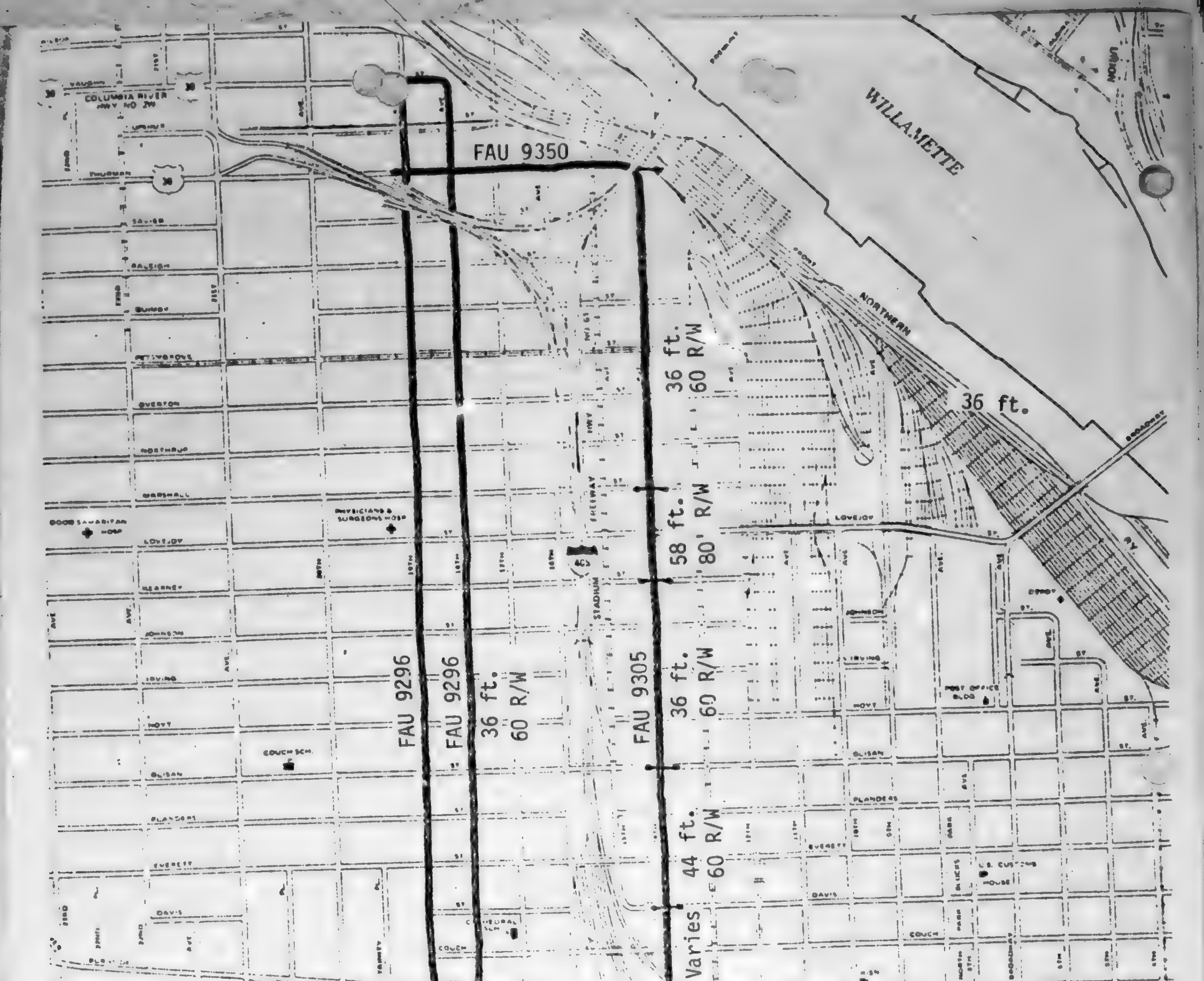
FOURTH PLAIN
MILL PLAIN
COLUMBIA BLVD
LOMBARD
BURNSIDE
DIVISION
POWELL
WOODSTOCK
BEAVERTON
BEAVERTON-HILLSDALE HIGHWAY
VERMONT
MULTNOMAH
MILWAUKIE
HAPPY VALLEY
TIGARD
LAKE OSWEGO
KING CITY
TUALATIN
GLADSTONE
NORTH

Vicinity

Project Location
Map 1

NORTH


FAU 9350
FAU 9296
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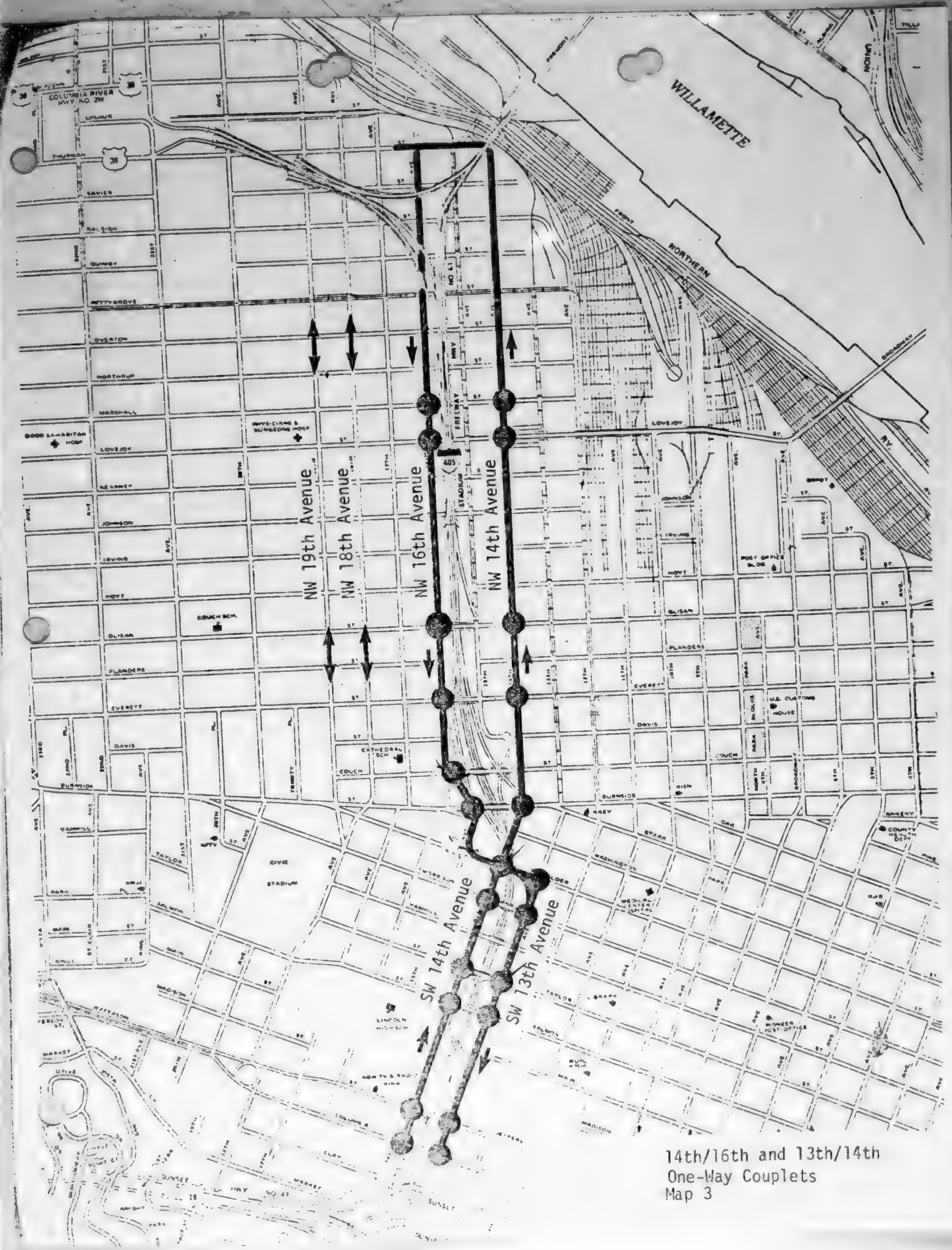
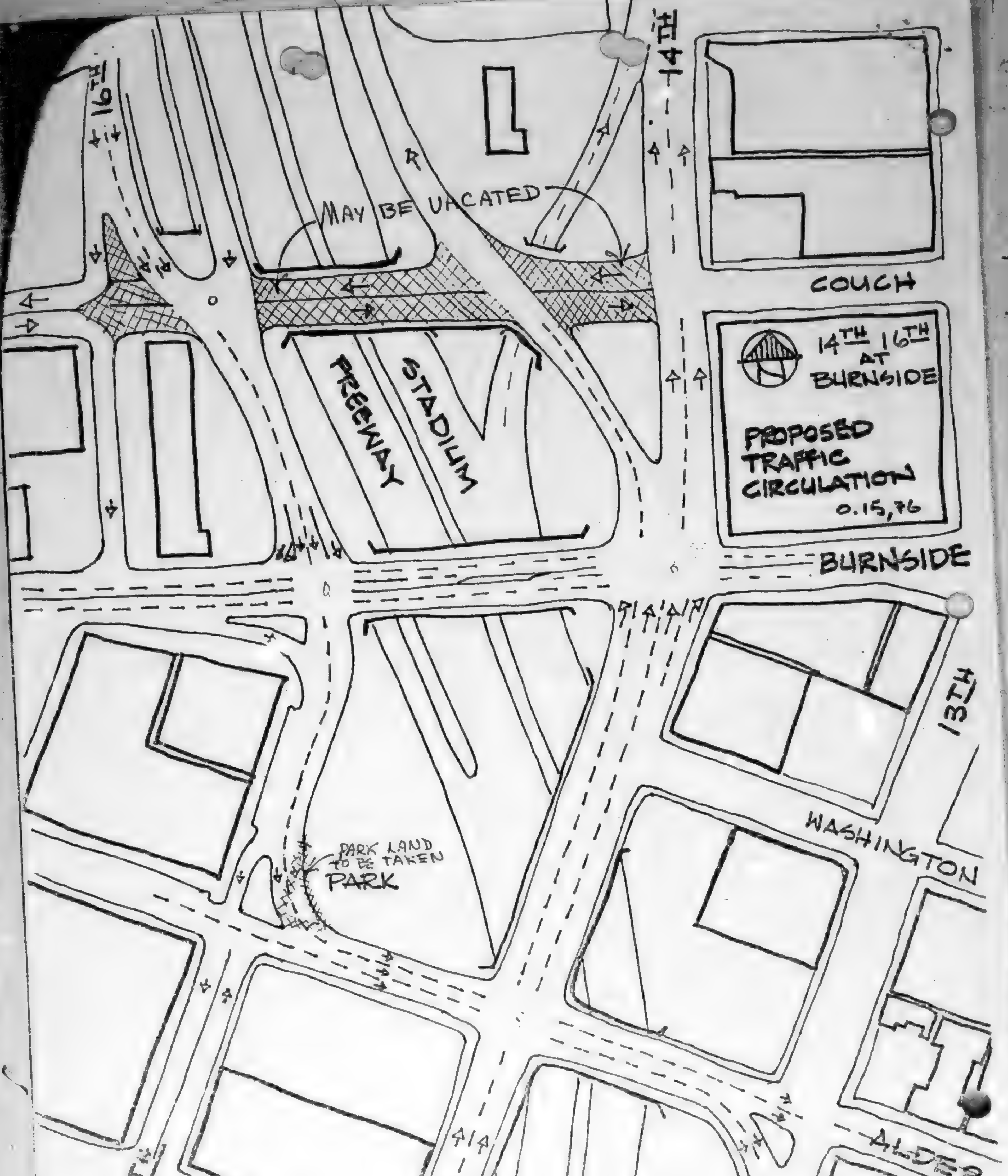
36 ft.
60 R/W
58 ft.
80' R/W
36 ft.
60 R/W
36 ft.
60 R/W
44 ft.
60 R/W
Varies
36 ft.
FAU 9350
63 ft.
90 R/W
FAU 9296
56 ft.
80 R/W
FAU 9305
Street Varies
80 R/W
WILLAMETTE
NORTHERN
COLUMBIA RIVER HWY NO 2W
VAUGHN
THURMAN
SAVIER
RALEIGH
QUIMBY
PETTYGROVE
OVERTON
NORTHRUP
MARSHALL
LOVEJOY
KEARNEY
JOHNSON
IRVING
HOYT
GLISAN
FLANDERS
EVERETT
DAVIS
COUCH
BURNSIDE
GOOD SAMARITAN HOSP
PHYSICIANS & SURGEONS HOSP
COUCH SCH.
STADIUM FREEWAY
CIVIC STADIUM
LINCOLN HIGH SCH.
POST OFFICE BLDG
U.S. CUSTOMS HOUSE
BROADWAY
STARK
WASHINGTON
ALDER
MORRISON
YAMHILL
TAYLOR
SALMON
MADISON
JEFFERSON

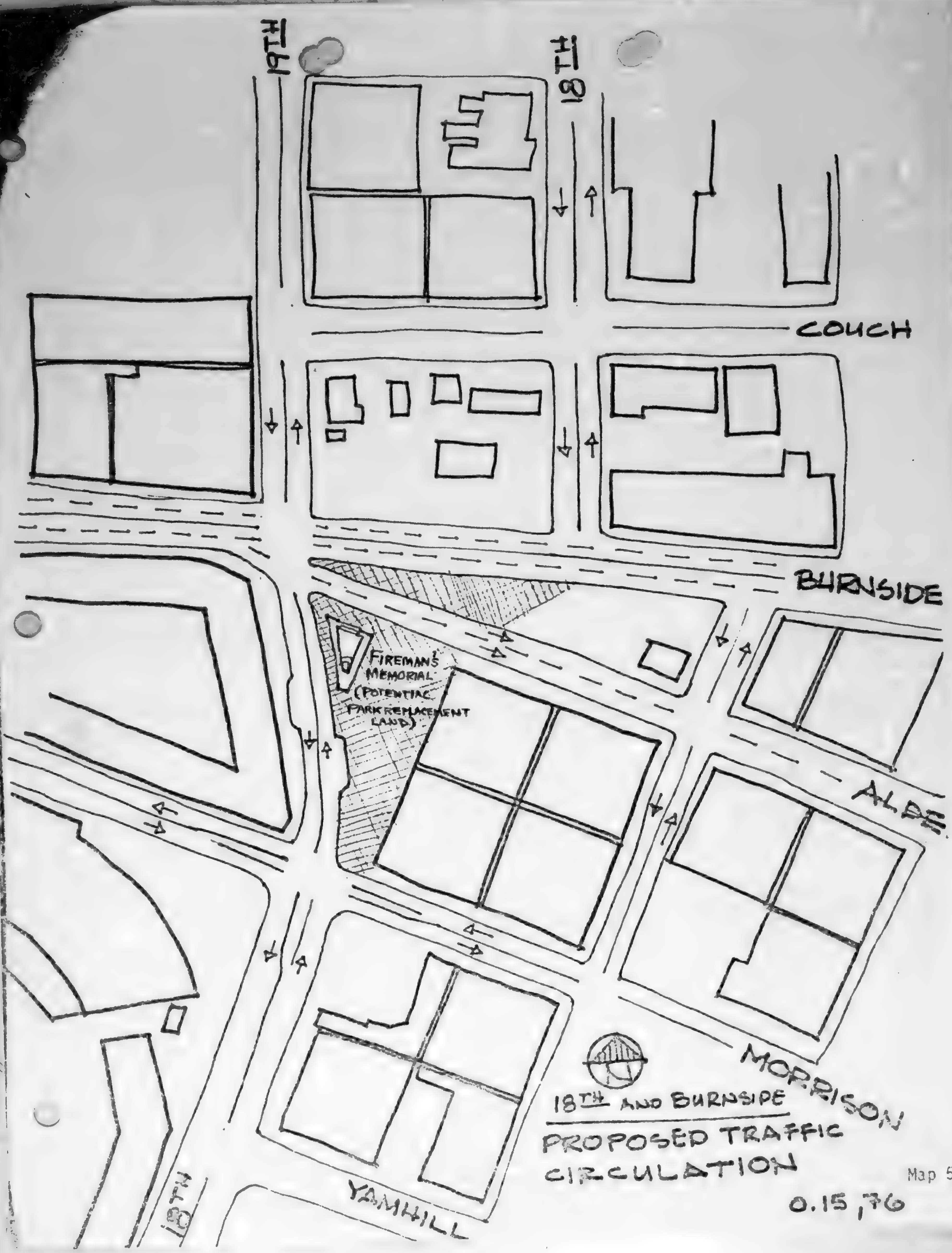
FAU Designation and Existing
R/W and Street Widths
Map 2


WILLAMETTE
NORTHERN
COLUMBIA RIVER HWY NO. 2W
THURMAN
SAVIER
RALEIGH
QUIMBY
PETTYGROVE
OVERTON
NORTHRUP
MARSHALL
LOVEJOY
KEARNEY
JOHNSON
IRVING
HOYT
GLISAN
FLANDERS
EVERETT
DAVIS
COUCH
BURNSIDE
GOOD SAMARITAN HOSP
PHYSICIANS & SURGEONS HOSP
COUCH SCH.
CATHEDRAL SCH.
POST OFFICE BLDG
U.S. CUSTOMS HOUSE
BROADWAY
STARK
WASHINGTON
CIVIC STADIUM
LINCOLN HIGH SCH.
TAYLOR
SALMON
MADISON
COLUMBIA
CLAY
MARKET
JEFFERSON
SUNSET HWY NO. 47
SUNSET
405
STADIUM FREEWAY
NW 19th Avenue
NW 18th Avenue
NW 16th Avenue
NW 14th Avenue
SW 14th Avenue
SW 13th Avenue

14th/16th and 13th/14th
One-Way Couplets
Map 3


16TH
14TH
MAY BE VACATED
COUCH
14TH 16TH AT BURNSIDE
PROPOSED TRAFFIC CIRCULATION
0.15,76
FREEWAY
STADIUM
BURNSIDE
13TH
WASHINGTON
PARK LAND TO BE TAKEN
PARK
ALDER
15TH
14TH

Map 4


19TH
18TH
COUCH
BURNSIDE
FIREMAN'S MEMORIAL (POTENTIAL PARK REPLACEMENT LAND)
ALDE
MORRISON
YAMHILL
18TH

18TH AND BURNSIDE

PROPOSED TRAFFIC CIRCULATION

0.15,76

Map 5

9401

FEDERAL AID PROJECT REQUEST

Date March 20, 1978

Applicant Agency City of Portland

Request for: Off-System ____, FAS-C ____, FAUS ____ Project "e"-(4), Cat. V

Federal Aid Route No. Map 2 Route Name ____

Project Name NW 14th/16th, and SW 13th/14th one-way couplets *(Map 1)

Project Length 1 mile Project Location (Attach sketch map)

Project Description The project is to convert the NW 18th/19th one-way couplets to two-way local streets, and to upgrade and link the NW 14th/16th and the SW 14th/13th one-way couplets to handle increased through traffic on the periphery of the Northwest Neighborhood.

Average Daily Traffic See Table 1 Design Speed 20 to 30 mph.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) (60 ft R/W)

Width 36 ft or 44 ft Travel Lanes 2 to 3 Shoulders No

Medians No Parking 8' one side

Sidewalks 8' each side

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width As existing Travel Lanes To be determined. Shoulders No.

Medians No Parking To be determined

Curbed yes Length Curb Radii To be determined

Sidewalk/Bikeway Yes

Remarks Three major corner cut backs are proposed requiring minor R/W acquisition (mostly State-owned). In most cases, exising curbs will remain. Widening is proposed on 14th between Davis and Burnside (two feet) and on 16th between Davis and Everett (ten feet).

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way: See map 2.

General Width 60 ft. (a two-block section is 80 ft.) Minimum 60 ft. Maximum 60 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No x

3. Will additional right-of-way be needed? Yes x No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes x No ____

Remarks Additional right-of-way will be needed for 3 major corner cut backs (to link NW 16th and SW 13th). (See Map 4) Three minor corner cut backs may be necessary along Vaughan to accomodate truck circulation.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

See Table 1. (All signals two-phase, timed to favor north-south progression.)

2. **Proposed Signalization:** (See Map 3) Five new two-way signals on NW 19th. Remove five signals on NW 18th. Three new onw-way signals at:
Location Couch/15th, Alder/14th, Taylor/13th. All other signals to be retimed.
Type Fixed time.
Phases Two phase
Type of Suspension Span wire or mast arm
Interconnected Yes, to create north-south progression.
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project.

4. **Permanent Striping:**

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

400 watt mercury vapor owned by P.G.E. except at traffic circle at 18th/Columbia which is sodium vapor owned by the City of Portland.

2. **Proposed Illumination:**

Location Existing to remain in place.
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:** I-405)Stadium Freeway)

Location
Type Reinforced concrete bridges, ramps, and elevated freeway.
Approach Roadway Width Shoulder Width
Length Width
To remain in place? Yes, no major modifications are expected to the freeway structures within the project area. However, new traffic control devices will be considered at the east and west ends of the Couch Street overpass. (Map 4)

2. **Proposed Structure:** None proposed.

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA (a) Thurman and 15th. Two movements per night.
(b) Pettygrove and 14th, Pettygrove and 16th. Two movements, four nights per week and four movements, three nights per week.

1. Are there any railroad crossings? Yes X No

Name of Railroad (a) Portland Terminal Company
(b) PTC/Burlington Northern

Existing Crossing Protection None

2. Will existing railroad crossing be altered? No

Remarks Red light flashers may be required by PUC. NWDA wants the rough crossings at 14th/Pettygrove, and 16th/Pettygrove repaired.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Portland Bureau of Streets & Structural Engineering Office
2. Environmental	Portland Bureau of Streets & Structural Engineering Office
3. Public Hearing	Portland Bureau of Streets & Structural Engineering Office

Remarks Contact person: Ralph Tashima, City of Portland, 248-4330

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant X State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 250,000 (includes minor r/w costs)
Right-of-way costs (if participating)	
Traffic control	220,000
Illumination	
Structures	
Railroad	
Other ______	
Preliminary engineering	50,000
PROJECT TOTAL	$ 520,000

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ______ COUNTY

By ______ By ______

By ______ By ______

By ______

(1976)

1981 Portland South Waterfront 9402
Development Project. (Grad., Pav.,
Signing, Illum, Sig, & lndscp.)

C+A 5571 5-23-80 , 5-29-80
6861 11-12-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

1-20-82

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Baker Rock Crushing Co. Contract No. 9688	Quartz Creek Bridge Clatsop County	6/11/84
Babler Bros., Inc. Contract No. 9345	SE 82nd Ave.-SE 92nd Ave. Multnomah County	7/26/84
Morse Bros. Contractors, Inc. Contract No. 9289	28th Ave.-34th Ave. (Eugene) Lane County	7/30/84
Cascade Construction Co., Inc. Contract No. 9402	Waterfront Development Proj. Multnomah County	7/31/84
Kniesteadt and Sons Contract No. 9636	Cove Cr. (Winona Rd.) Br. Josephine County	7/31/84
Cherry City Electric, Inc. Contract No. 9721	Pac. Hwy. E. @ Young St. (Woodburn) Marion County	8/6/84
Signal Construction Co. Contract No. 9726	Tualatin Valley Hwy. @ SW 160th Ave. Washington County	8/6/84
Warren-Pacific Corp. Contract No. 9413	Col. River Bridge-SE Powell Blvd. Multnomah County	8/7/84
Eterna-Line, Inc. Contract No. 9643	Washington Co. Pavement Marking #2 Washington County	8/13/84

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$4,637,659.77	$18,989,590.74
Anticipated Costs	$4,915,245.55	$21,582,068.51
% Overrun (Underrun)	+6.0%	+13.7%

August 20, 1984

Werner E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9402

August 7, 1984

The Travelers Indemnity Co.
Surety Department
707 SW Washington Street
Portland, OR 97205

CON 3
#9402

Gentlemen or Ladies:

On August 2, 1984, we wrote to you concerning release of final payment on Contract No. 9402 awarded to Cascade Construction Company for work on the Portland South Waterfront Development Project in Multnomah County.

Final payment on this contract is $157.86. The total contract amount is $854,945.30 including $765.88 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Cascade Construction Company
PO Box 4267
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9402

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland South Waterfront Development Project

WEEK ENDING: February 11, 1984

SECTION PREFIX: 26-8236

HIGHWAY: SW Front Ave.&Montgomery St.

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading,Paving,Signing,Illumination,Signals&Landscaping.

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: 9402

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: November 18, 1981

DATE WORK STARTED: December 19, 1981

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 325

CALENDAR DAYS USED: 432

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 133

PROJECT AUTHORIZATION: $949,568.24

EXCLUSIVE OF ENGINEERING: $874,272.08

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $856,374.08

ESTIMATED PERCENT: ~~OVERRUN~~ XXXXX UNDERRUN 2 %

ENGINEERING AUTHORIZATION: $75,296.16

THIS WEEK -0-

ENGINEERING COST TO DATE: $71,100.00

PERCENT OF AUTHORIZATION: 95 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED: April 29, 1983

Semifinal submitted 8/15/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	SIGNING	ILLUMINATION	LANDSCAPING
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,800 CY	5,675 Ton			1,450 Ton
TOTAL QUANTITIES CORRECTED TO DATE	6,550 CY	7,400 Ton			2,025 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,550 CY	7,400 Ton			2,025 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		K
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
FEB 14 1984
CONSTRUCTION SECTION
C.E. CAS FOE OC 7 SCS SEO OM CA LS TC FE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

Semifinal submitted August 15, 1983.

Third notification dated February 2, 1984.

FINAL REPORT.

SIGNED David L. Jones, Project Manager

LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9402

January 25, 1984

Cascade Construction Co., Inc.
P.O. Box 4267
Portland, OR 97208

CON

Time Extension Request
Portland South Waterfront
Contract No. 9402

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 107 calendar days is granted due to delays by the State and/or its agents in processing the various shop drawings required on this project.

The adjusted contract time for completion of this project is 432 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Dave Jones w/att.
Gale V. Taylor w/att.
R. D. Church

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: January 16, 1984

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: PORTLAND SOUTH WATERFRONT DEVELOPMENT PROJECT
Contract No. 9402

CE CAE FOE OCS SCS EEO
RECEIVED
JAN 17 1984
CONSTRUCTION SECTION
OM CA LS TC FE CP

Attached is a Time Extension Request from the contractor, for 107 days, which is the amount of the overrun. Also attached is Dave Jones' narrative and his reasons for recommending the extension, and a time-work chart showing the linear progression or activity on the job.

Dave's chart and his narrative listing of the chronological order of activities appear to support a time extension of 107 days due to the excessive delays in shop drawing approval.

I recommend we grant the 107 days, for these reasons.

1-18-84

W.E. Schwartz -

I concur with Region, Project Manager and Portland Development Commission and recommend a time extension of 107 calendar days. Federal funds are not involved in this project.

O-B Jackmond

MC/gw
Attachment
cc Dave Jones

81-125-1387

9402

ROW

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: Larry Rulien
Executive Assistant

DATE: January 13, 1982

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Heliport
Front Avenue Properties
Key File 11281
Misc. C & A 5571

The request for the heliport on Front Avenue must be settled on the basis of our prior agreements with the City of Portland. The agreement states in simple terms that we will exchange our 40% interest in properties that they wish to develop commercially or for uses such as this in return for their 60% of properties elsewhere on the project. Properties in the vicinity of the Hawthorne Bridge are bringing approximately $100 per square foot. Properties at the other end of the project in the vicinity of the Burnside Bridge for which it would be reasonable to exchange to consolidate our ownership would run around $60 per square foot. Therefore, the arithmetic would be as follows:

Hawthorne Area @ $100/sq. ft. =	
1 Acre	$4,356,000
40% State	1,742,000
60% City	2,613,600
Burnside Area @ $60/sq. ft. =	
1 Acre	$2,613,000
$1,742,400 converts to .667 acre @ $2,613,600/acre	

City would transfer .667 acre to 100% State ownership

City would pay our appraisal and administrative costs in cash

JBB:jh

Called Lori Foster 348-4380, & discussed this info suggested that if she wished this pursued and an "official position" she should write
R

also discussed this with Castello who is on heliport committee

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO
Boyd
Info | Inves | R/D | D/R | Sign | Act | File

ay
1/15

9402

L.

ROW

STATE OF OREGON

INTEROFFICE MEMO

TO: Larry Rulien
Executive Assistant

DATE: January 13, 1982

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

J B Boyd

SUBJECT: Heliport
Front Avenue Properties
Key File 11281
Misc. C & A 5571

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JAN 13 '82
REFER TO Boyd
Info | Inves | R/D | D/R | Sign | Act | File

JBB:jh

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also discussed this with Castello who is on heliport committee
suggested that if she wished this she should write personal and not as "official position"
R

ay
1/15

81-125-1387

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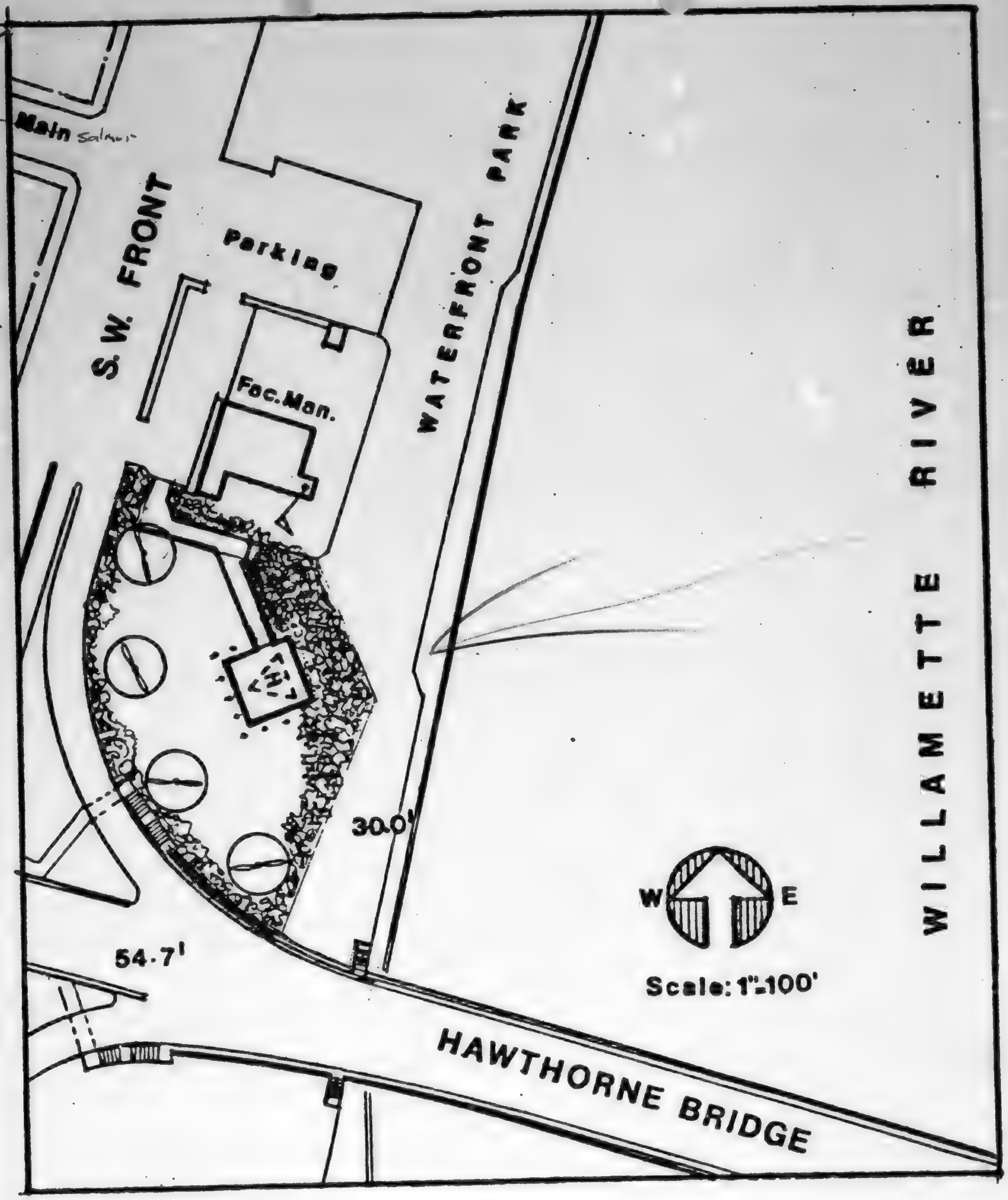
Main Salmon
S.W. FRONT
Parking
Fac. Man.
WATERFRONT PARK
WILLAMETTE RIVER
30.0'
54.7'
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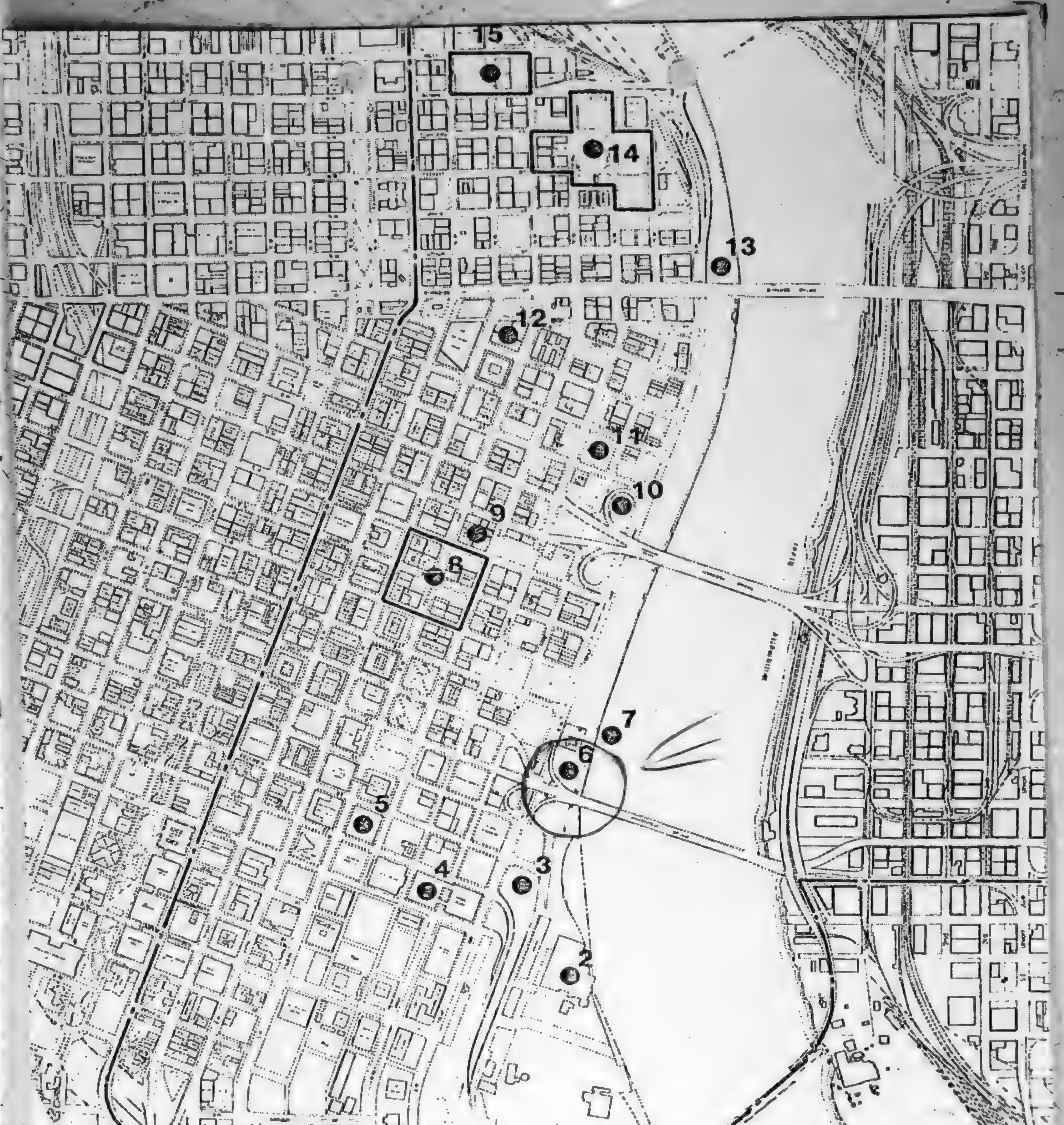
E
Scale: 1"=100'
HAWTHORNE BRIDGE

SCHUETTE AND WHEELER
ARCHITECTS & PLANNERS, a.i.a.
300 S. W. FIRST AVENUE
PORTLAND, OREGON 97204

Site 6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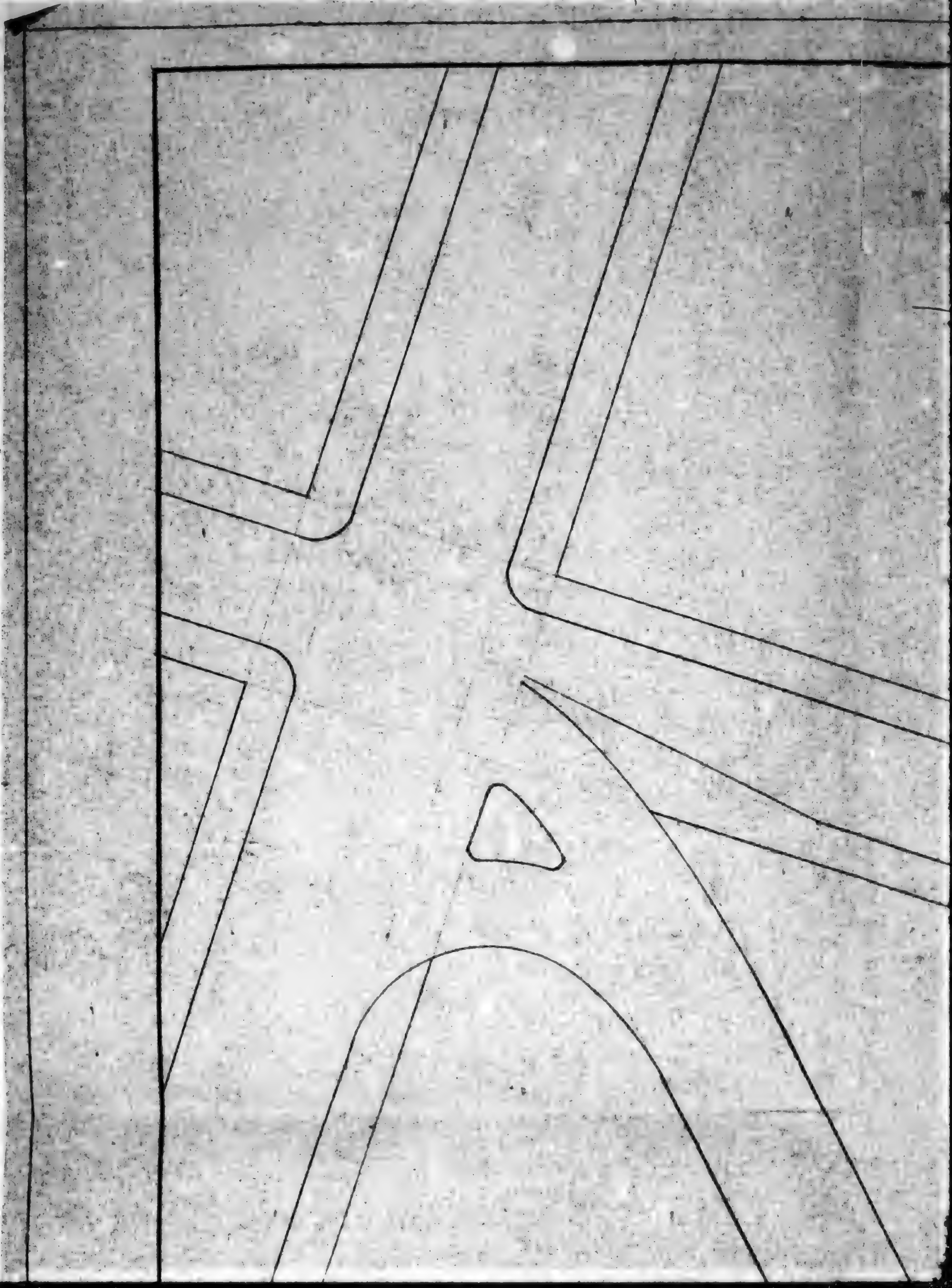
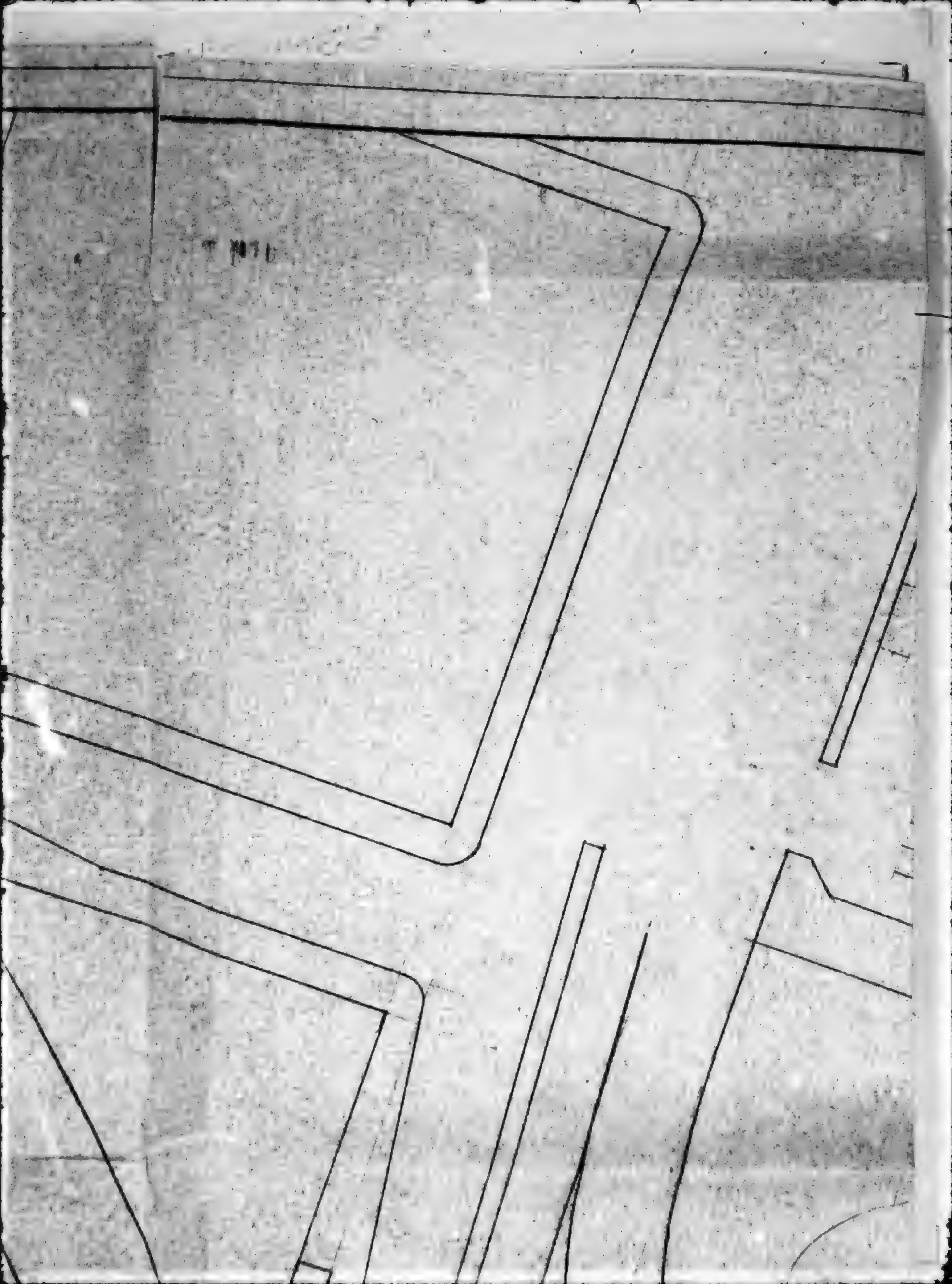
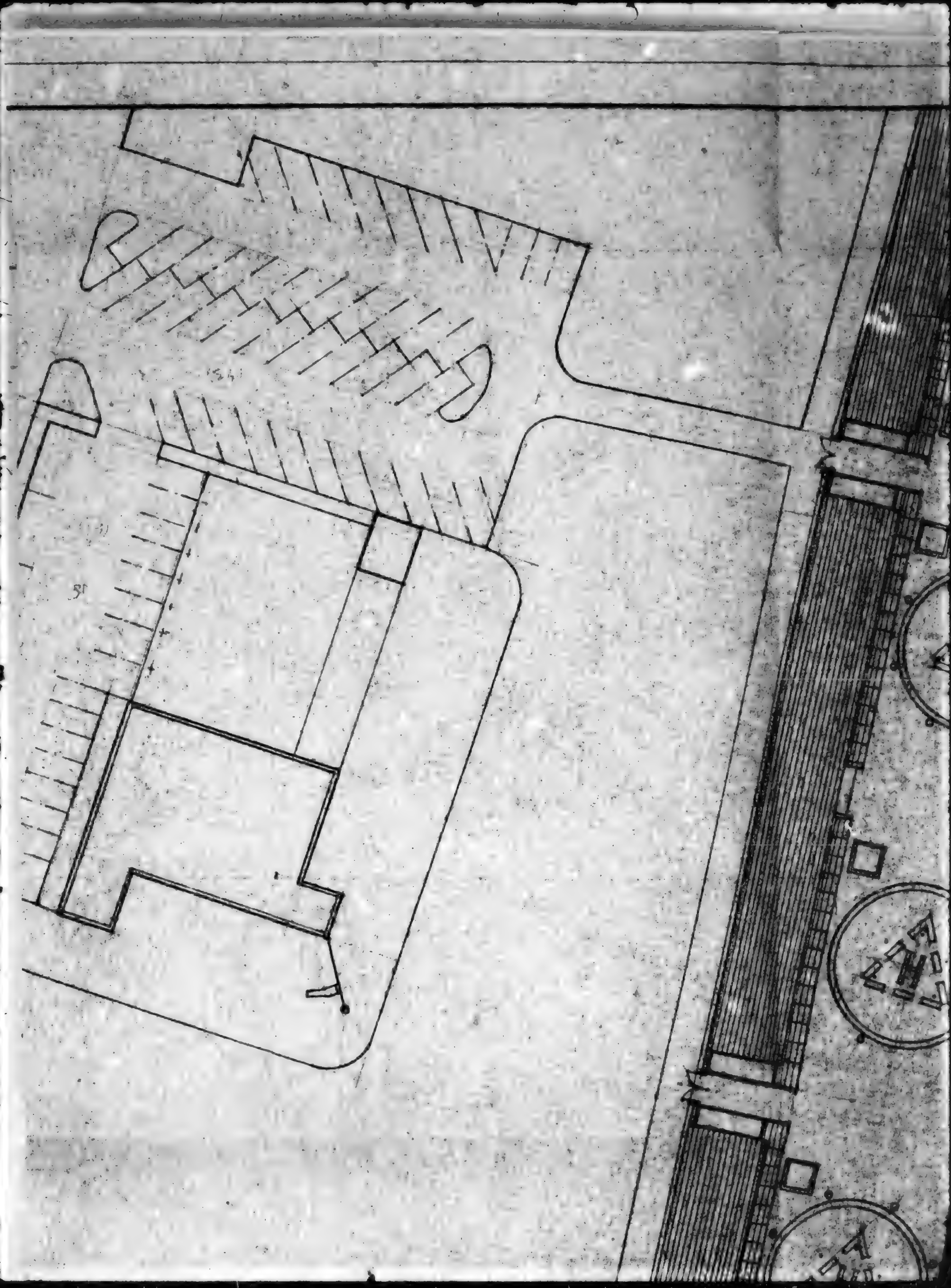
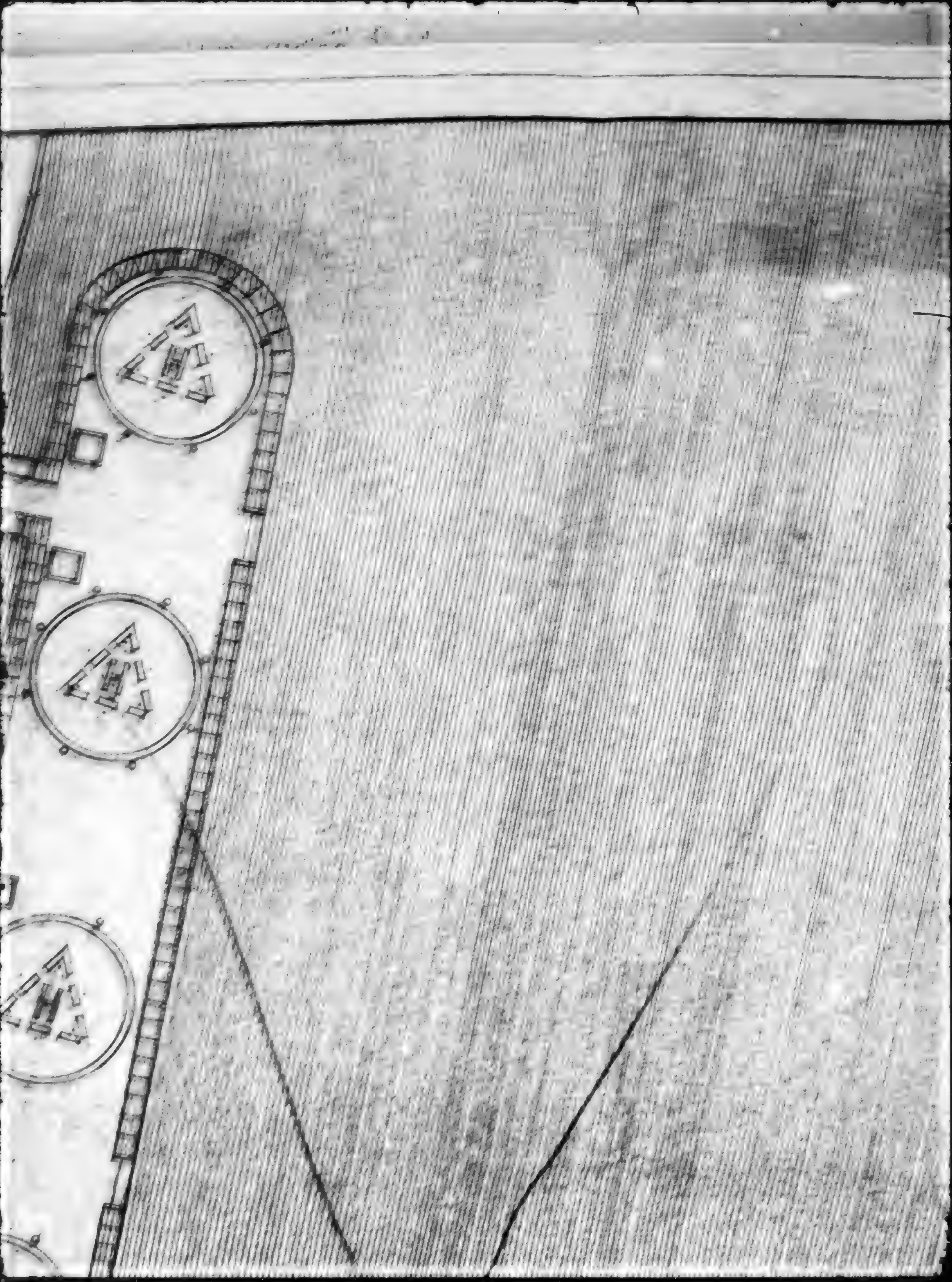
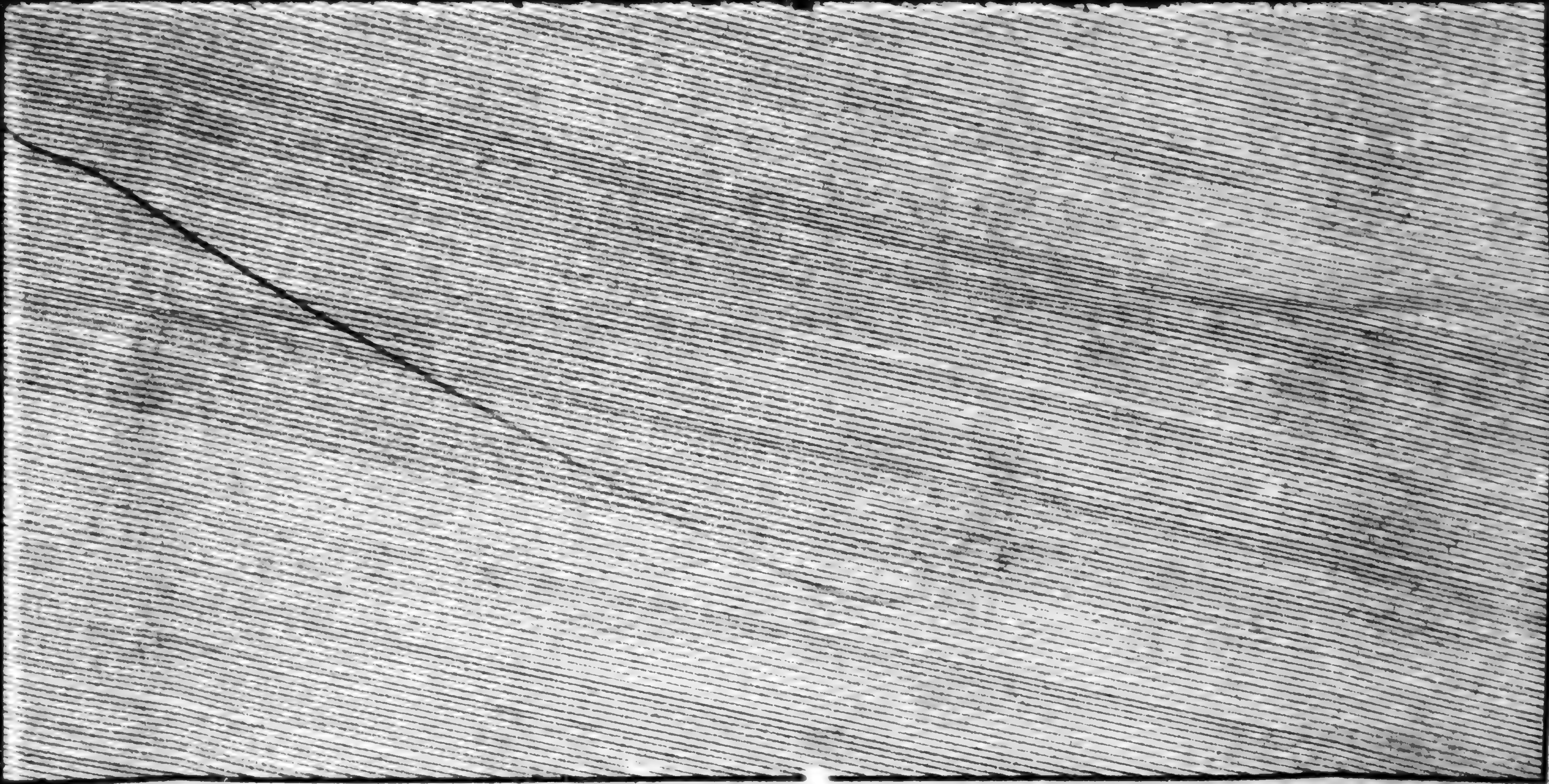










Schuette & Wheeler, aia
architects and planners

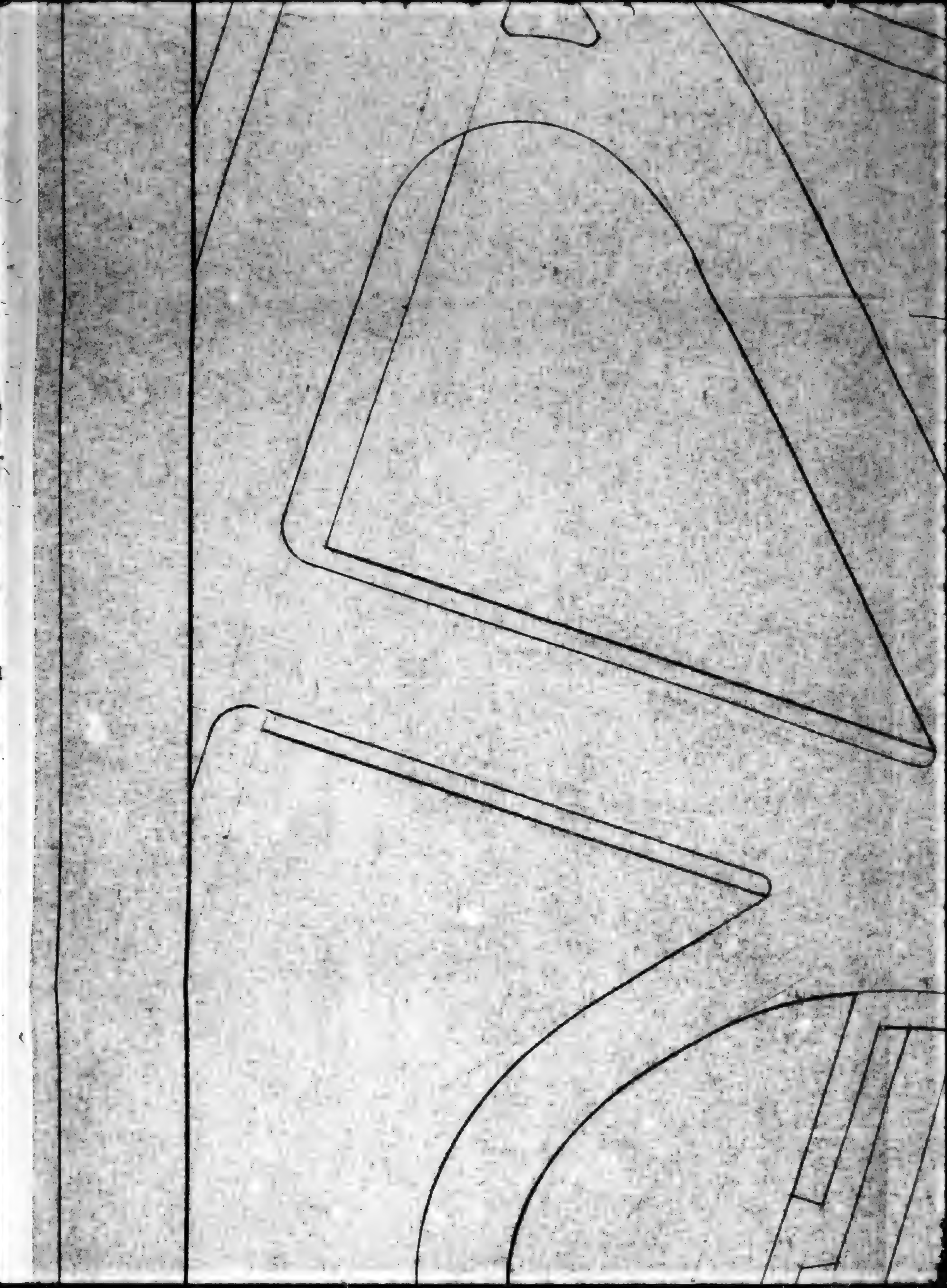
300 S.W. First Avenue
Portland, Ore. 97204 (503) 228 6407

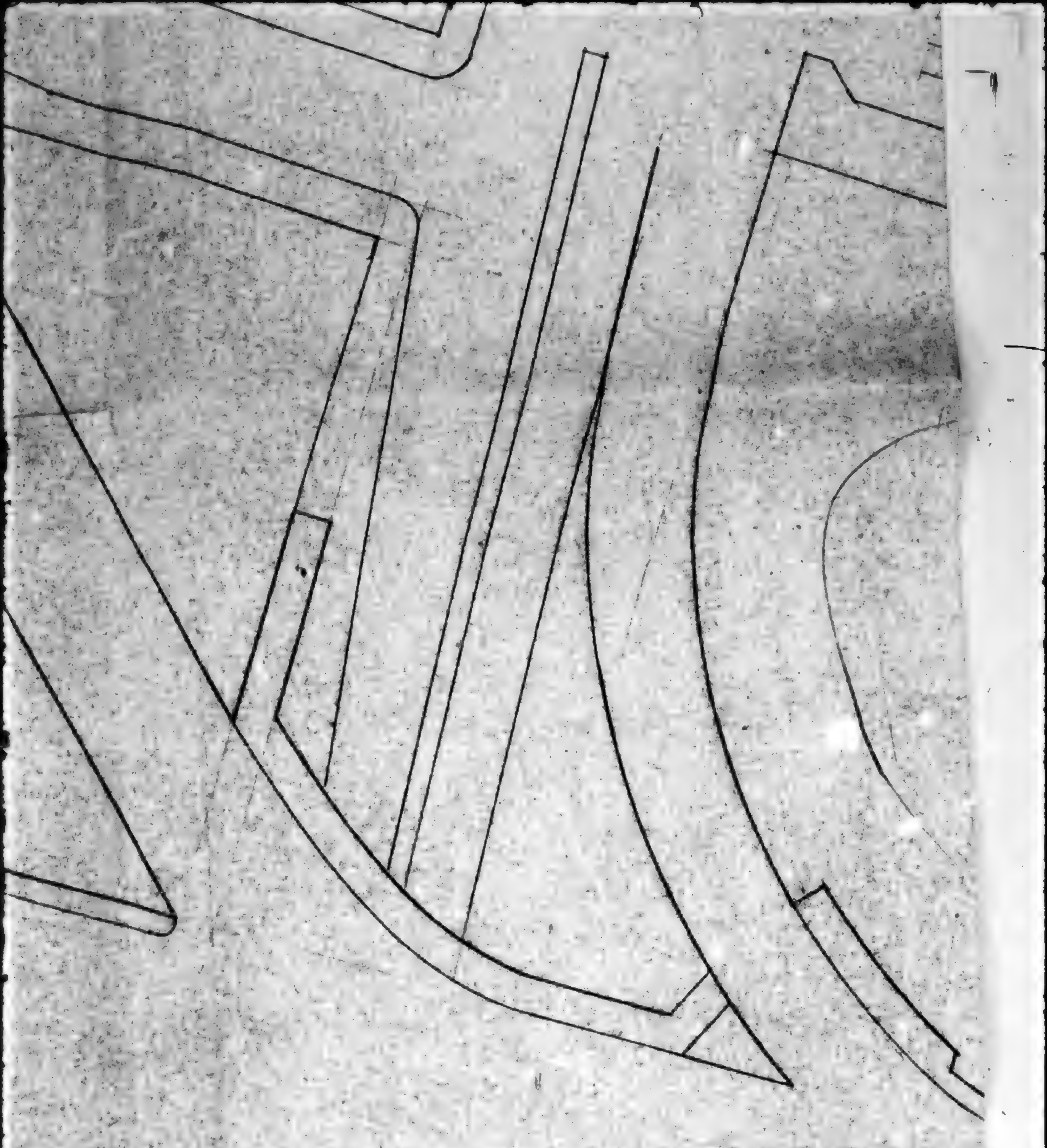
Date	Revision

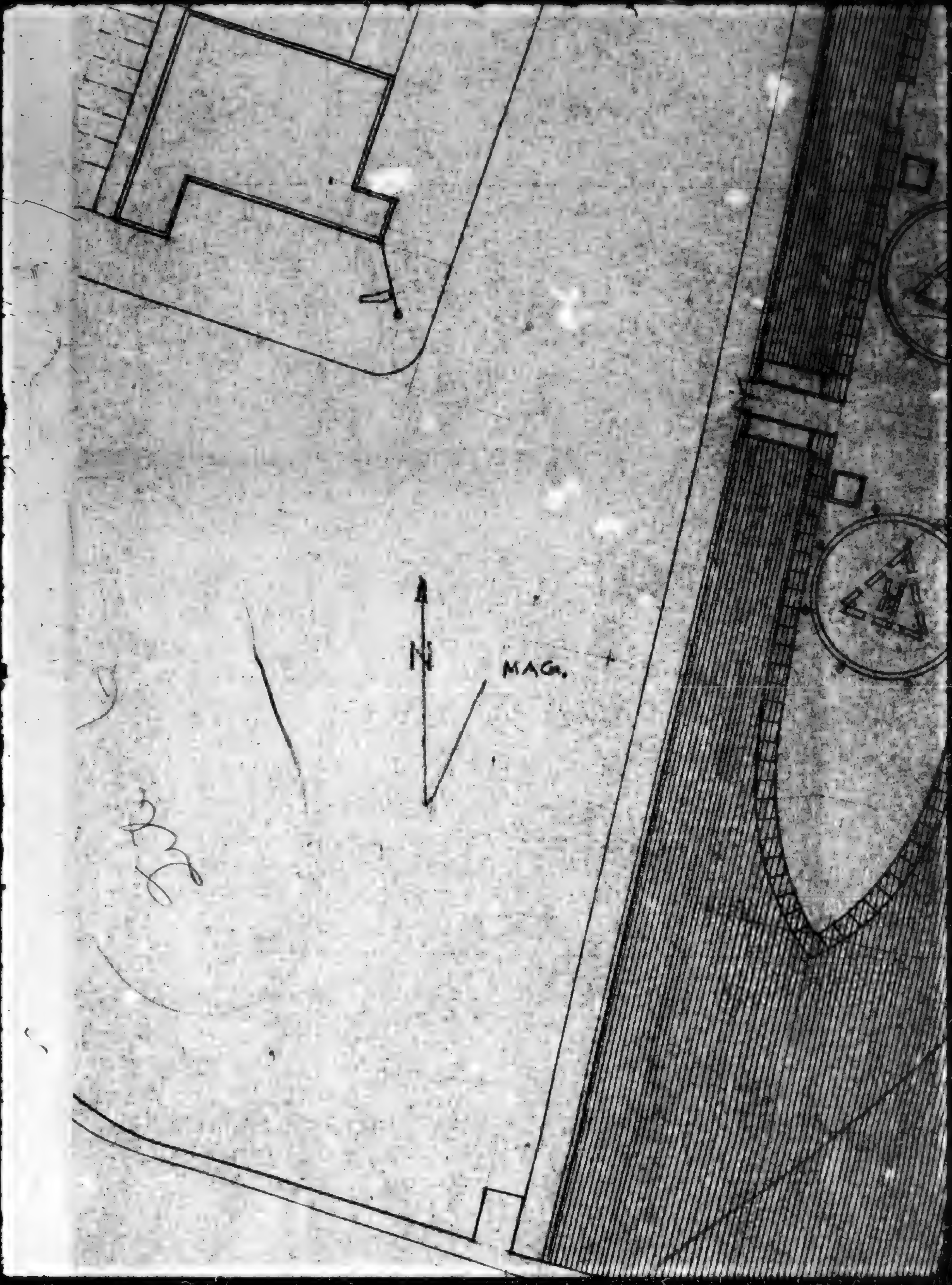
Date

Checked By

Drawn By



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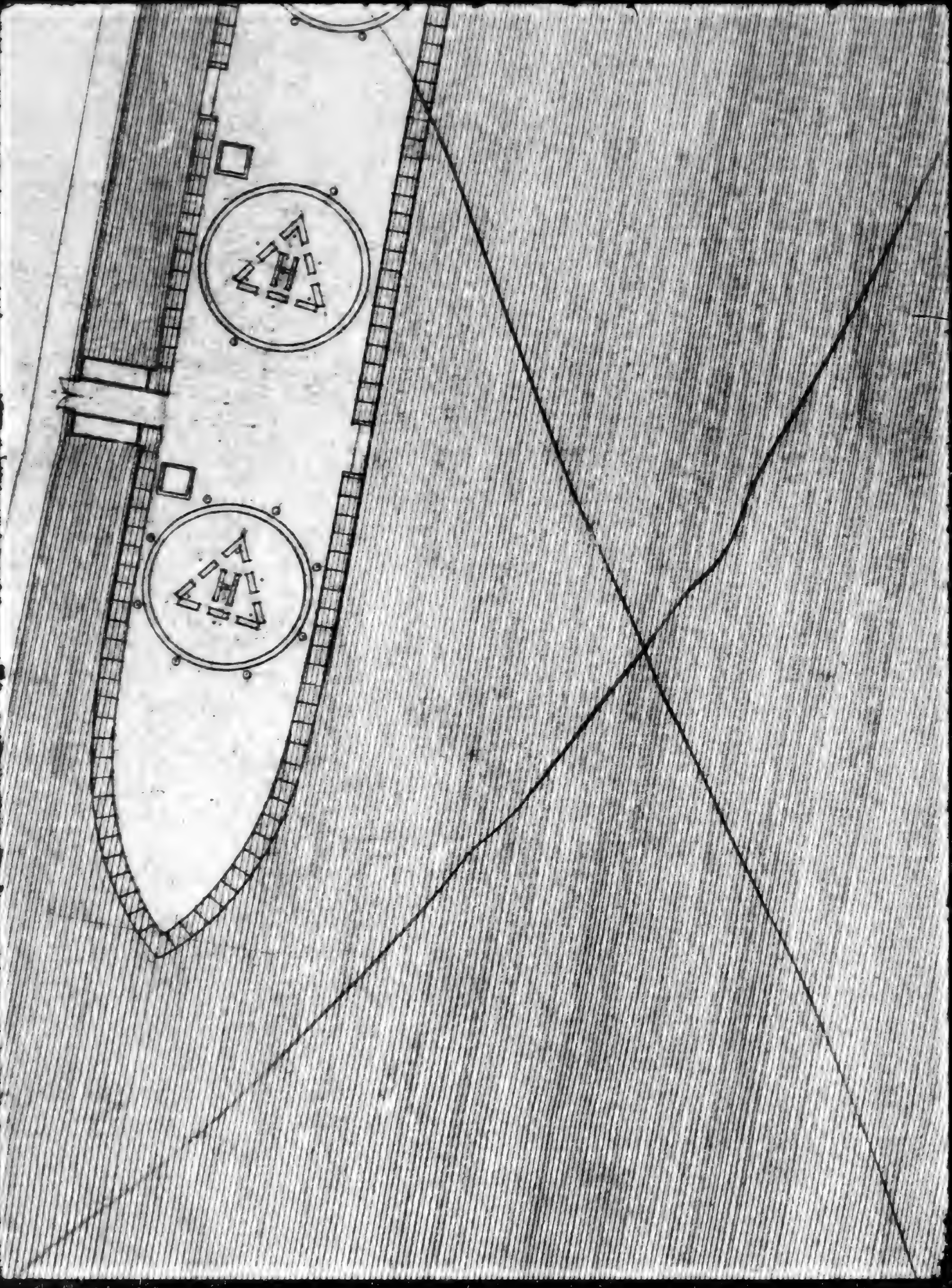
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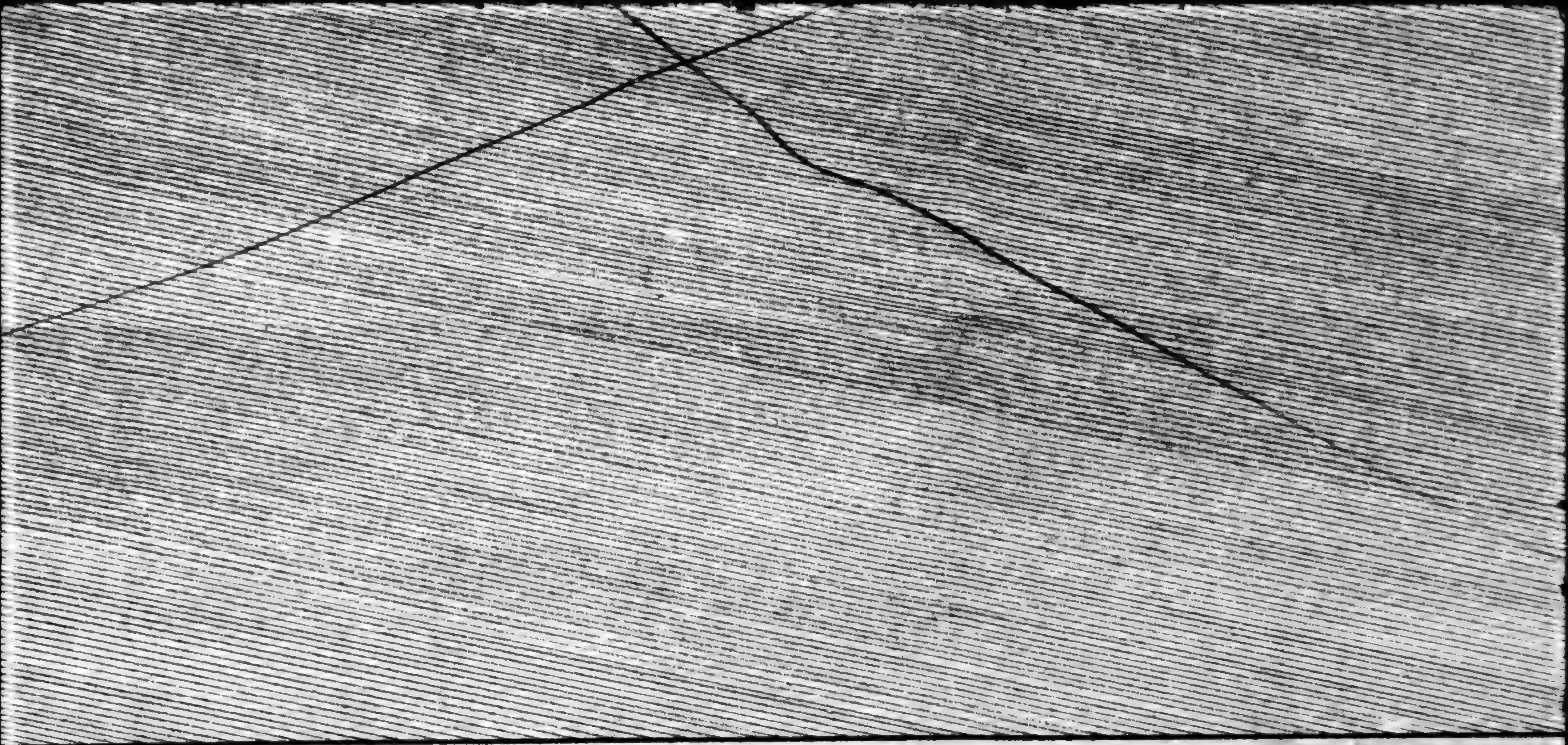


SITE 7a - Scale: $\frac{1}{32}$" = 1'-0"

Schuette & Wheeler, aia
architects and planners

300 S.W. First Avenue
Portland, Ore. 97204 (503) 228 6407

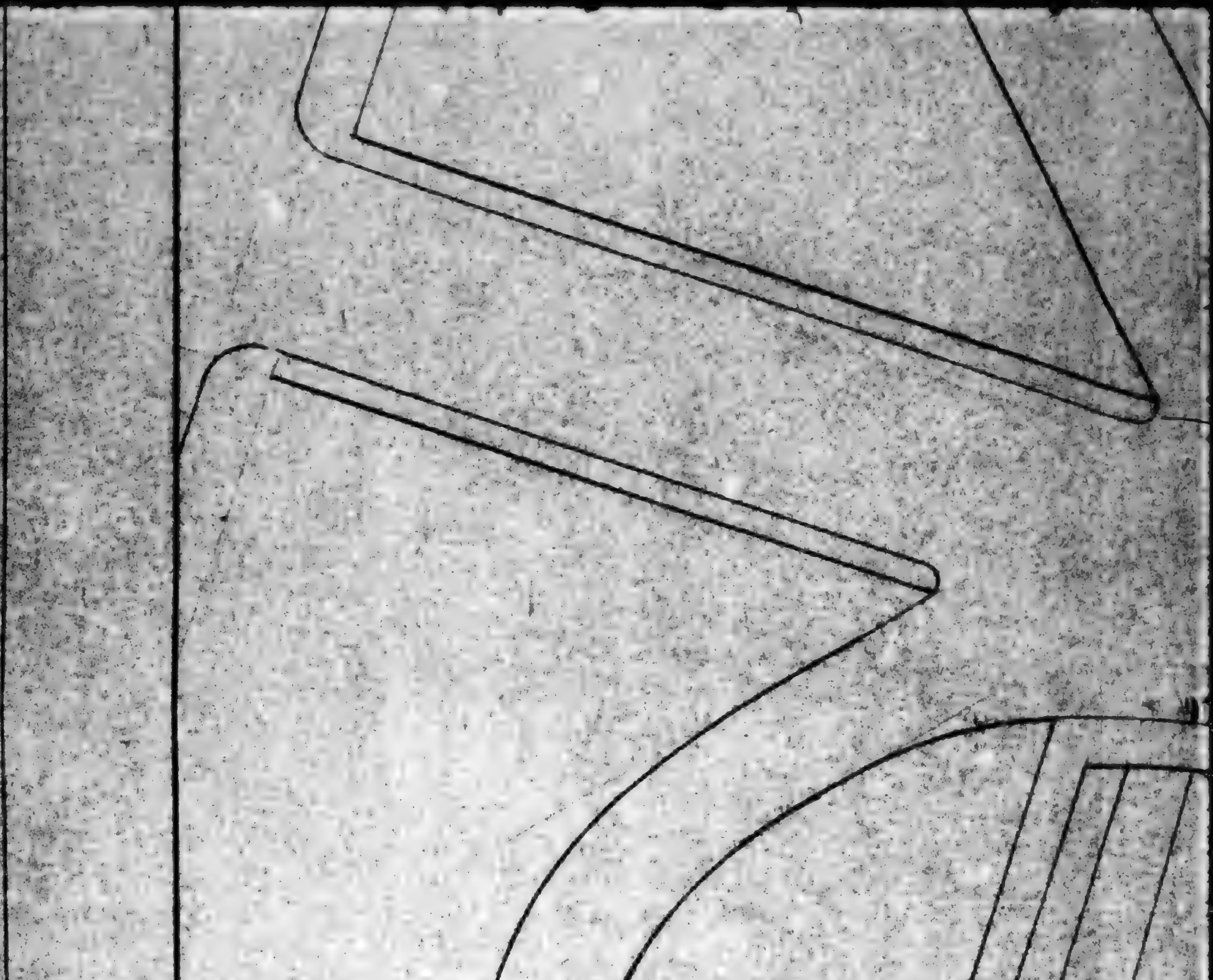
Date

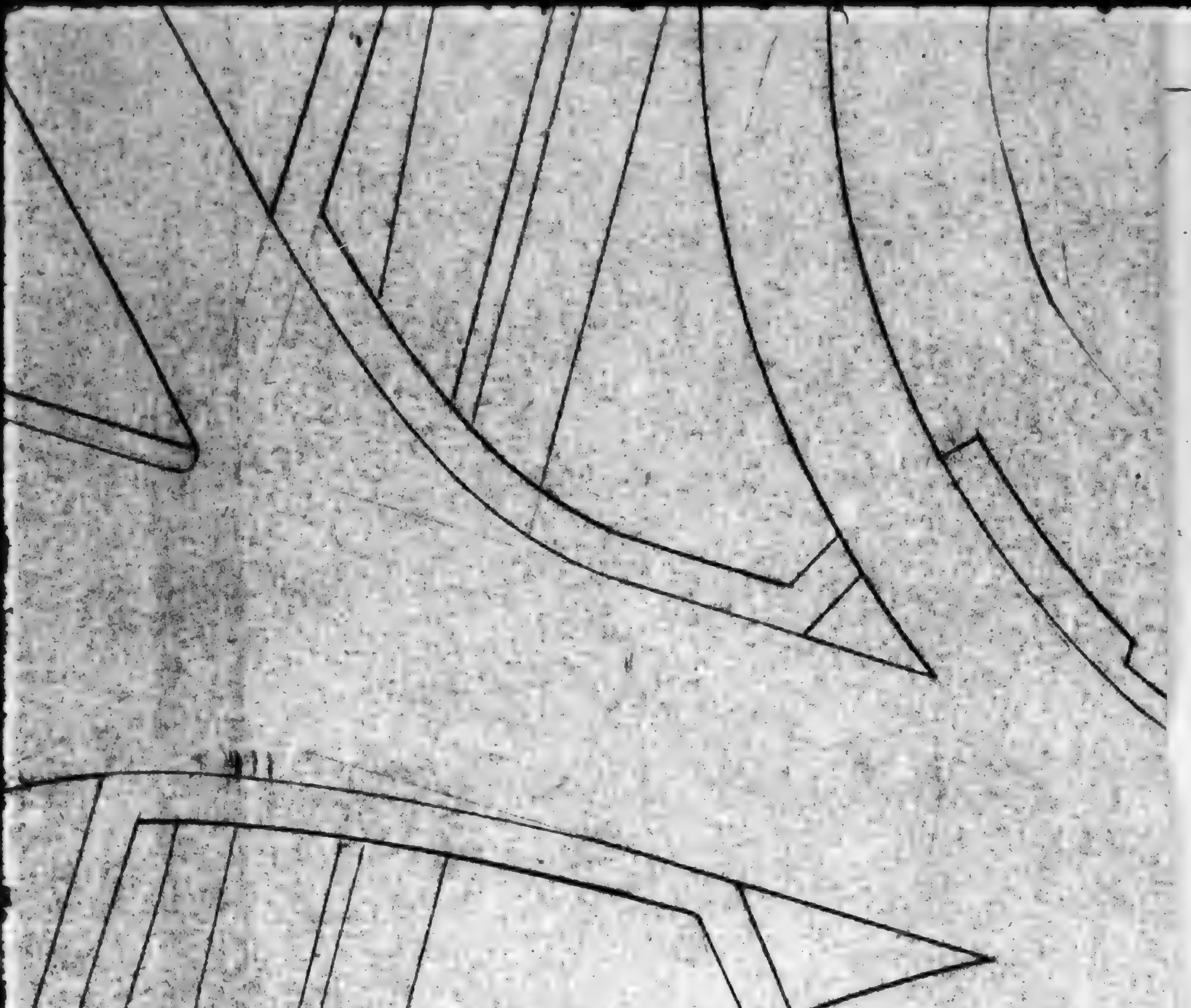
Detail Symbol

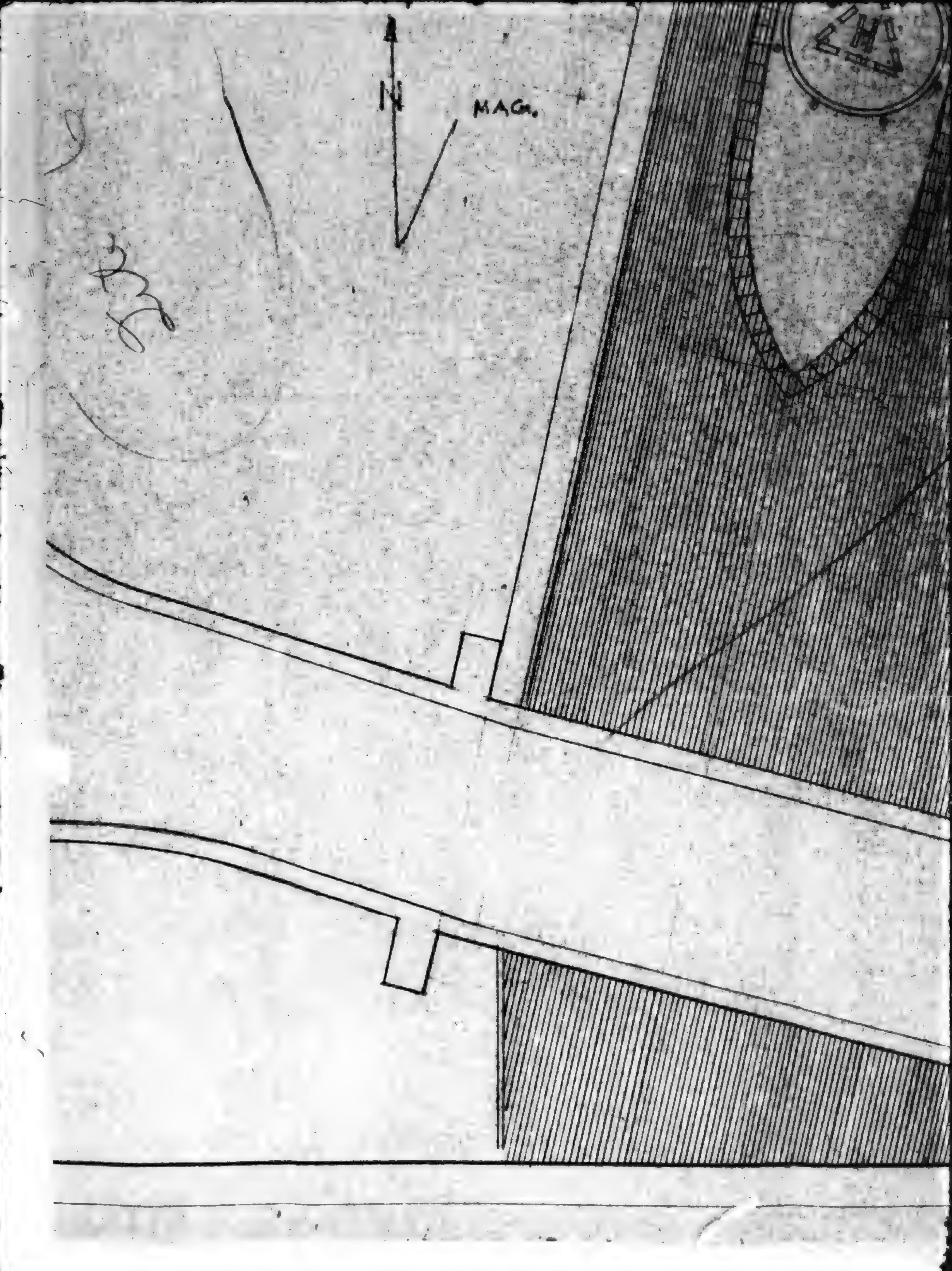
Detail Number

Location Sheet

Detail Sheet



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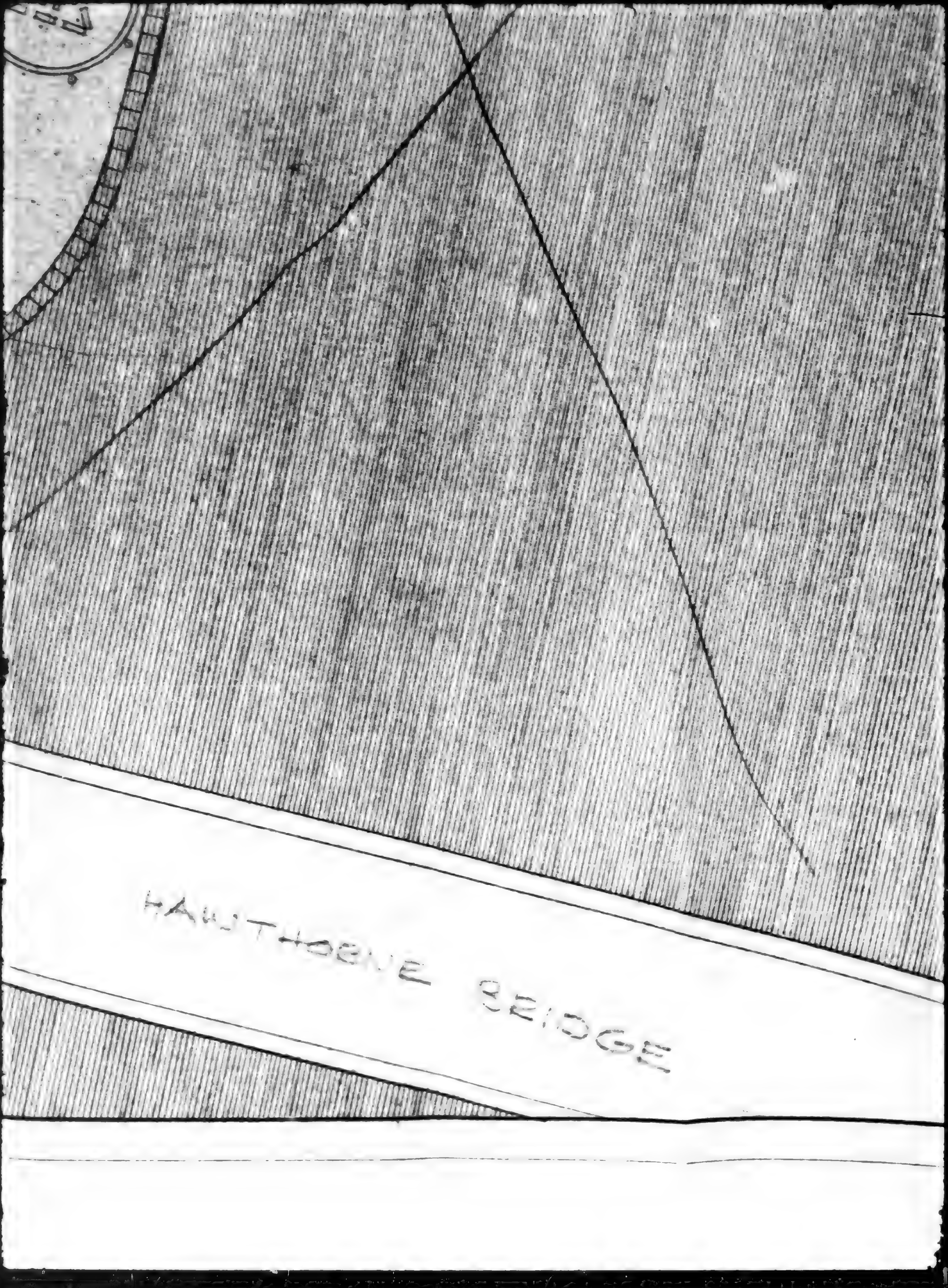
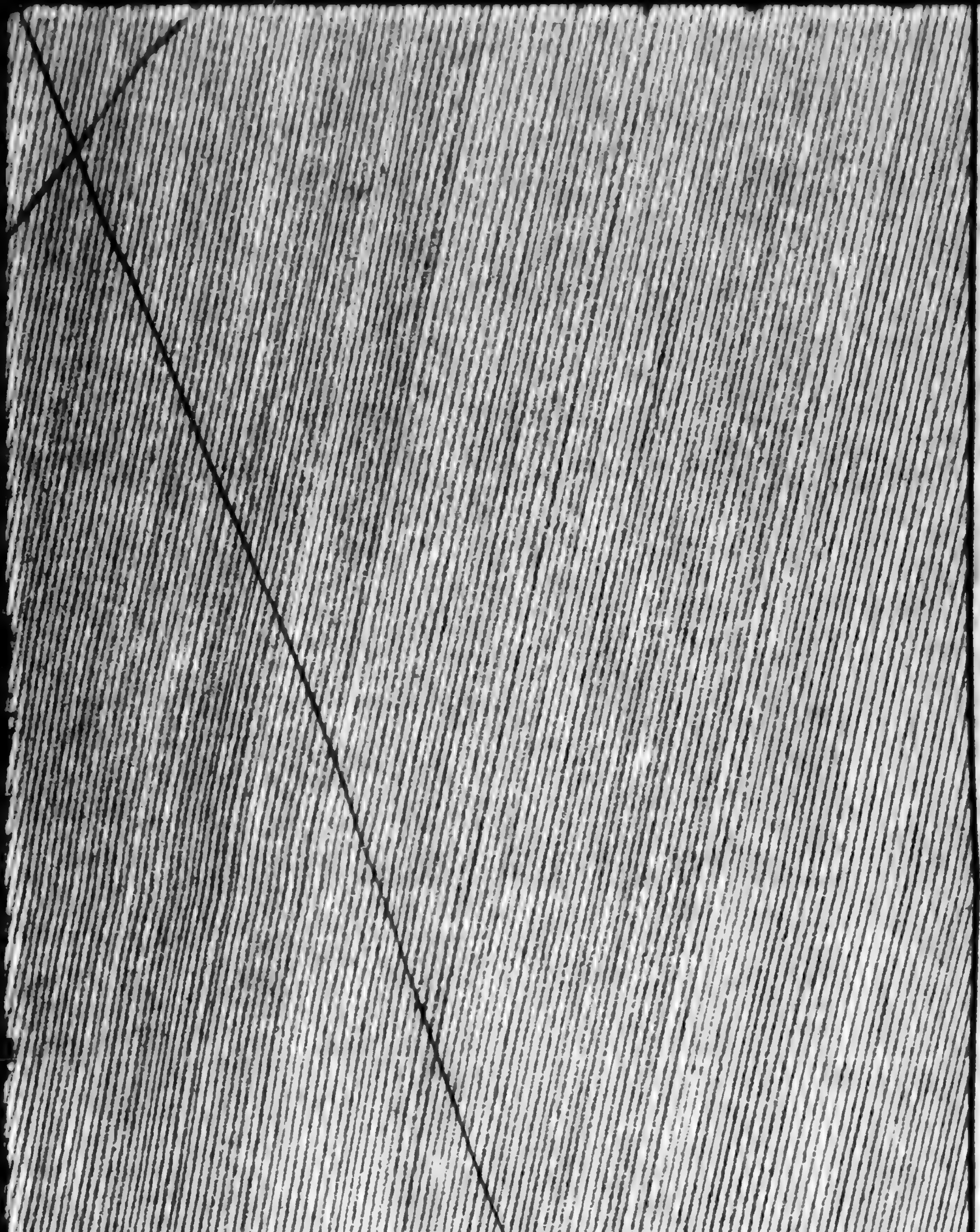

HAWTHORNE BRIDGE



SITE 7a - Scale: 1/32" = 1'-0

Detail Symbol

Detail Number
Location Sheet
Detail Sheet

Job No.

Sheet No.

of

9402

October 26, 1981

ACC

Gale V. Taylor
Chief, Engineering
Portland, Oregon Development Commission
1500 S.W. First Avenue
Portland, Oregon 97201

Dear Mr. Taylor:

On October 22, 1981 we received a satisfactory bid from Cascade Construction Co., Inc., P.O. Box 4267, Portland, Oregon 97208 for the Portland South Waterfront Development Project at Southwest Front Avenue and Mongomery Street in Portland.

As specified in our Agreement No. 6861 the Development Commission shall provide 100 percent funding for the proposed improvements. Accordingly, we estimate the construction costs will be:

Contractor's Bid		$818,024.00
Anticipated Additional Items:		
Permanent Pavement Striping	$ 2,500.00	
Signal Controller Testing (Engr'g)	4,100.00	
Contractor Furnished Temp. Signals	12,000.00	$ 18,600.00
SUBTOTAL		$836,624.00
Contingencies (4 1/2%)		37,648.08
Engineering (9%)		75,296.16
ESTIMATED TOTAL CONSTRUCTION COST		$949,568.24

Rec'd
LGIP
4778
11-18-81-AWARDED

Please submit your advance deposit in the amount of $949,600.00, to arrive not later than November 13, 1981. On the attached sheet we have described three methods of advance deposit. Please use the method of your choice.

As requested by Larry Roberts of your office, we will delay award of contract until after November 17, 1981, or until we receive notification that the right-of-way issues have been resolved.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 973: Jon Rose, Metro
Vern Skoog - Please return completed AD # 973 when advance deposit is received.

9402

DES 16

Portland

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: James McNamee
RESIDENT ENGINEER

DATE: October 22, 1981

Lyle K. Watson

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: Portland South Waterfront Devel. Proj.
S.W. Front Ave. & Montgomery St.
Multnomah County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9194-00	Mainline "F"	Centerline	Profile Grade
-01	Mainline "F"	Centerline	Subgrade
9194-02	"MG" Line	Centerline	Profile Grade
-03	"MG" Line	Centerline	Subgrade
9194-04	"MG" Line	Centerline	Profile Grade
-05	"MG" Line	Centerline	Subgrade
9194-06	"MG" Line	Top of Curb	Profile Grade
9194-07	"HW" Line	Top of Curb	Profile Grade
9194-08	"HW" Line (Lt)	Top of Curb	Profile Grade

Attachment

cc: Paul Cox

Contains
Recycled
Materials
81-125-1387

SP*75883

9402 4

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 17, 1981

File No: 026-8272

TO: BUZ SWAN
Operations Programming Engineer

FROM: CURT DUVAL P.O. for Duval
Metro Location Engineer

SUBJECT: Preliminary Plan Review
S. Waterfront Development Project
City of Portland

Listed below is the material being returned for use in the development of final plans for subject project.

1. Letter from the Development Commission with instructions for the disposition of comments contained in the memos and plans.
2. Letter from Development Commission requesting a delay in advertising for bids.
3. Memo from Development Commission listing materials returned. I have added Earl Purdy's plans to this list. All listed material is attached.
4. The following material pertaining to project lighting is being submitted. One letter of transmittal from PDC, one memo from the Bureau of Streets and Structures, one set of special provisions and one set of preliminary plans.
5. One set of "marine work contract" plans, schedule A for information only and letter of transmittal from PDC for same.

po

Attachments

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 1 9 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9402

L.

Form 734-3106

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for .... 8-14-81 ....

Made by ...., 19........ Checked by ...., 19........ Backchecked by ...., 19........

PORTLAND S. WATERFRONT DEVELOPMENT PROJECT

I spoke with Jon Rose & Curt Duvall (Metro Res.) today about clearing this project for a Sept. letting. Duvall said the job could not be cleared due to funding and some R/W problems involving property owned by PP&L.

KE Husby
Fri 8-14-81

9402

CITY OF
PORTLAND, OREGON
DEVELOPMENT COMMISSION

Patrick L. LaCrosse
Executive Director

1500 S.W. First Avenue
Portland, Oregon 97201
(503) 248-4800

THE DEPARTMENT
OF DEVELOPMENT AND
CIVIC PROMOTION OF
THE CITY OF PORTLAND

Portland
Development
Commission

Angie Davis
Donald W. Magnusen
Randolph L. Miller
John Piacentini
William E. Roberts

August 3, 1981

Curt Duvall
Location Engineer
Oregon Department of Transportation
5821 NE Glisan St. Room 13
Portland, Oregon 97213

Dear Mr. Duvall:

At the present time, the Portland Development Commission must request that you not advertise for bids, award contract or begin construction pursuant to our agreement of September 1980 covering street improvements in the South Downtown Waterfront.

We anticipate that this request will be temporary and that our schedule calling for construction to begin this fall will be resumed as soon as possible.

We will notify you in writing as soon as it becomes possible to proceed. In the event this request has serious impact to your anticipated ability to implement at such time, please contact me with specific details immediately at 248-4934. Moreover, please feel free to contact me with any questions you may have with respect to the subject project.

Very truly yours,

Brian McCarl

Brian McCarl
Project Coordinator

BMC:lm

9402

2

Y OF
PORTLAND, OREGON
DEVELOPMENT COMMISSION

Patrick L. LaCrosse
Executive Director

1500 S.W. First Avenue
Portland, Oregon 97201
(503) 248-4800

THE DEPARTMENT
OF DEVELOPMENT AND
CIVIC PROMOTION OF
THE CITY OF PORTLAND

Portland
Development
Commission

Angie Davis
Donald W. Magnusen
Randolph L. Miller
John Piacentini
William E. Roberts

July 31, 1981

Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

ATTN: Curt Duval

On July 17th, you were sent Memos and Plans from all agencies responding to the preliminary plans for "Portland South Waterfront Development Project". S.W. Front Ave. and Montgomery Street".

As we discussed,the changes requested by various groups will be completed with the exception of the following items:

CH2M Hill -	Sidewalk at N. end of the new Harbor Way cul de sac will remain but construct with a joint between curb and sidewalk and without a ramp. The sidewalk at the end of the Montgomery Street cul de sac will be removed to a line parallel with the "MG" line and thru the cul de sac radius point.
Water Bureau -	PDC will furnish the following: Location of Meter and Vaults at the E. end of Montgomery St. Disposition of existing 8" water vault in Montgomery street at old R.R. right of way.
Streets & Structures -	Sheet 3 B note in red "too flat" walk will be constructed to match the existing grade in the field.
PP&L -	Three conduits across Montgomery St. will be installed under street contract.
Park Bureau -	Sheet L-1 General Comments will be followed Sheet L-4 Grass Seed Mix will be used
Sanitary Engineering -	Comply with all notes

LER:cc

9402

EGON STATE HIGHWAY DIVISION

BJECT: Traffic Signal
South Water Front Dev Project

DATE: 6/23/81 6-24-81

TO: Jon Rose 26-8272

FROM: C. H. Duval

Attached are the signed prel. plans for Subject project from City of Portland and P.D.C. Changes have allready been transmitted to Bill Zirbes.

CHD by FB
(SIGNATURE)

PLEASE REPLY HERE

6-24-81

Buz Swan —

The attached plans have been approved by the City Traffic Bureau, with certain recommended changes. Please note and advise the Traffic Section as appropriate.

Jon Rose

PROJECT MANAGEMENT BRANCH
STE ☐ STE ☐
RE ☐ RE ☐ PRE ☐
JUN 25 1981
REFERRED TO
FOR
[illegible] FM FA LG.

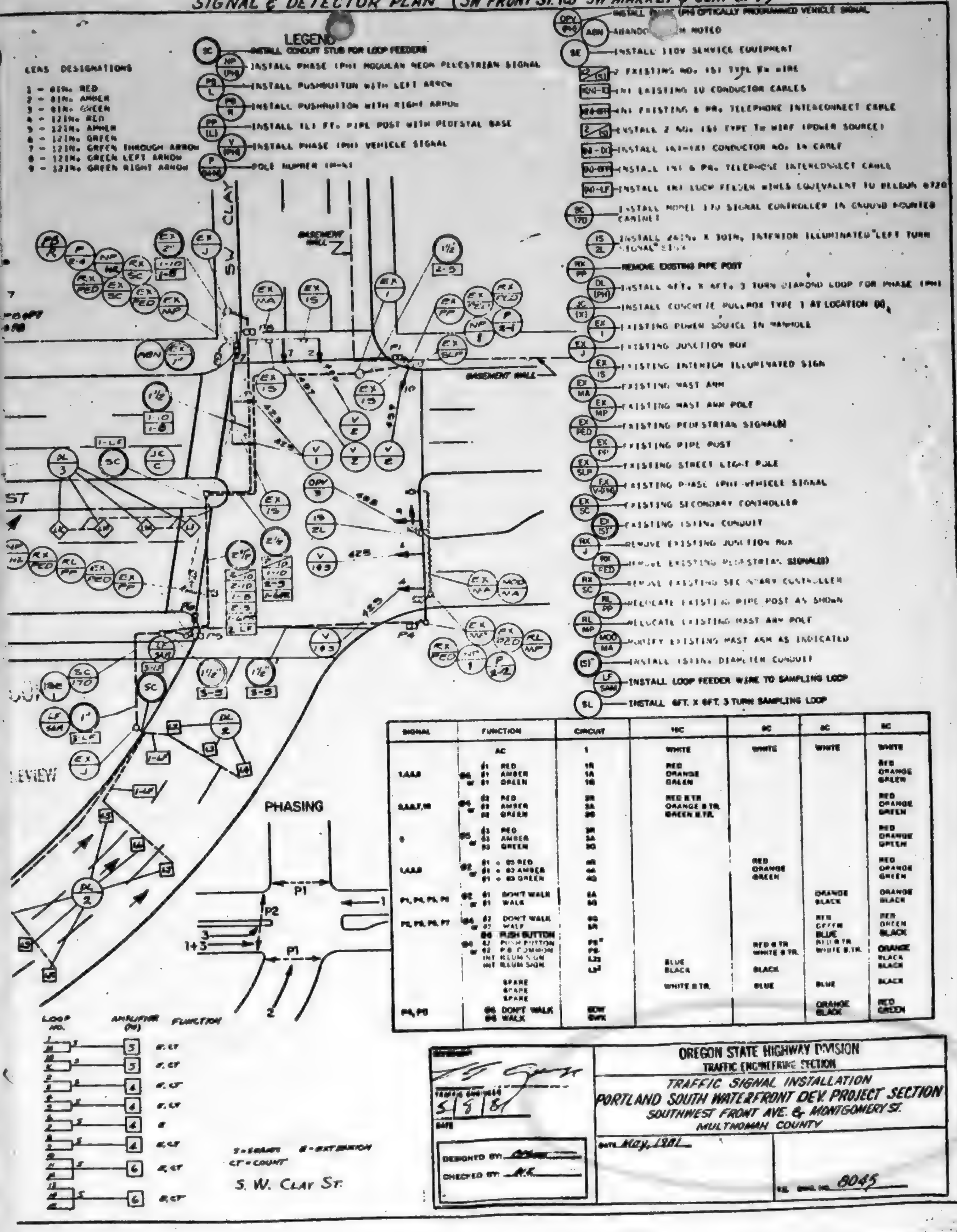
RECEIVED
JUN 26 1981
TRAFFIC ENGINEERING

CC: (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

SIGNAL & DETECTOR PLAN (SW FRONT ST. @ SW MARKET & CLAY STS.)



LEGEND

LENS DESIGNATIONS

1 - 8IN. RED
2 - 8IN. AMBER
3 - 8IN. GREEN
4 - 12IN. RED
5 - 12IN. AMBER
6 - 12IN. GREEN
7 - 12IN. GREEN THROUGH ARROW
8 - 12IN. GREEN LEFT ARROW
9 - 12IN. GREEN RIGHT ARROW

SC — INSTALL CONDUIT STUB FOR LOOP FEEDERS
NP (PH) — INSTALL PHASE (PH) MODULAR NEON PEDESTRIAN SIGNAL
PB L — INSTALL PUSHBUTTON WITH LEFT ARROW
PB R — INSTALL PUSHBUTTON WITH RIGHT ARROW
PP (L) — INSTALL (L) FT. PIPE POST WITH PEDESTAL BASE
V (PH) — INSTALL PHASE (PH) VEHICLE SIGNAL
P (N-N) — POLE NUMBER (N-N)

OPV (PH) — INSTALL [illegible] (PH) OPTICALLY PROGRAMMED VEHICLE SIGNAL
ABN — ABANDO[illegible]N NOTED
SE — INSTALL 110V SERVICE EQUIPMENT
2 (S) — 2 EXISTING NO. (S) TYPE TW WIRE
(N)-10 — (N) EXISTING 10 CONDUCTOR CABLES
(N)-6PR — (N) EXISTING 6 PR. TELEPHONE INTERCONNECT CABLE
2 (S) — INSTALL 2 NO. (S) TYPE TW WIRE (POWER SOURCE)
(N)-(X) — INSTALL (N)-(X) CONDUCTOR NO. 14 CABLE
(N)-6PR — INSTALL (N) 6 PR. TELEPHONE INTERCONNECT CABLE
(N)-LF — INSTALL (N) LOOP FEEDER WIRES EQUIVALENT TO BELDON 8720
SC 170 — INSTALL MODEL 170 SIGNAL CONTROLLER IN GROUND MOUNTED CABINET
IS 2L — INSTALL 24IN. X 30IN. INTERIOR ILLUMINATED LEFT TURN SIGNAL SIGN
RX PP — REMOVE EXISTING PIPE POST
DL (PH) — INSTALL 6FT. X 6FT. 3 TURN DIAMOND LOOP FOR PHASE (PH)
JC (X) — INSTALL CONCRETE PULLBOX TYPE 1 AT LOCATION (X)
EX I — EXISTING POWER SOURCE IN MANHOLE
EX J — EXISTING JUNCTION BOX
EX IS — EXISTING INTERIOR ILLUMINATED SIGN
EX MA — EXISTING MAST ARM
EX MP — EXISTING MAST ARM POLE
EX PED — EXISTING PEDESTRIAN SIGNAL(S)
EX PP — EXISTING PIPE POST
EX SLP — EXISTING STREET LIGHT POLE
EX V-(PH) — EXISTING PHASE (PH) VEHICLE SIGNAL
EX SC — EXISTING SECONDARY CONTROLLER
EX (S)" — EXISTING (S)IN. CONDUIT
RX J — REMOVE EXISTING JUNCTION BOX
RX PED — REMOVE EXISTING PEDESTRIAN SIGNAL(S)
RX SC — REMOVE EXISTING SECONDARY CONTROLLER
RL PP — RELOCATE EXISTING PIPE POST AS SHOWN
RL MP — RELOCATE EXISTING MAST ARM POLE
MOD MA — MODIFY EXISTING MAST ARM AS INDICATED
(S)" — INSTALL (S)IN. DIAMETER CONDUIT
LF SAM — INSTALL LOOP FEEDER WIRE TO SAMPLING LOOP
SL — INSTALL 6FT. X 6FT. 3 TURN SAMPLING LOOP

SIGNAL	FUNCTION	CIRCUIT	10C	9C	8C	6C
	AC	1	WHITE	WHITE	WHITE	WHITE
1,4,5,8	ø1 RED ø1 AMBER ø1 GREEN	1R 1A 1G	RED ORANGE GREEN			RED ORANGE GREEN
2,3,6,7,10	ø2 RED ø2 AMBER ø2 GREEN	2R 2A 2G	RED B.TR. ORANGE B.TR. GREEN B.TR.			RED ORANGE GREEN
9	ø3 RED ø3 AMBER ø3 GREEN	3R 3A 3G				RED ORANGE GREEN
1,4,5,8	ø1 + ø3 RED ø1 + ø3 AMBER ø1 + ø3 GREEN	4R 4A 4G		RED ORANGE GREEN		RED ORANGE GREEN
P1, P4, P5, P8	ø1 DON'T WALK ø1 WALK	6A 6B			ORANGE BLACK	ORANGE BLACK
P2, P3, P6, P7	ø2 DON'T WALK ø2 WALK ø6 PUSH BUTTON ø2 PUSH BUTTON ø2 P.B. COMMON INT. ILLUM SIGN INT. ILLUM SIGN	6C 6R PB PB L$_1$ L$_2$	BLUE BLACK	RED B.TR. WHITE B.TR. BLACK	RED GREEN BLUE RED B.TR. WHITE B.TR.	RED GREEN BLACK ORANGE BLACK BLACK
	SPARE SPARE SPARE		WHITE B.TR.	BLUE	BLUE	BLACK
P4, P5	ø6 DON'T WALK ø6 WALK	6DW 6WK			ORANGE BLACK	RED GREEN

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TRAFFIC SIGNAL INSTALLATION
PORTLAND SOUTH WATERFRONT DEV. PROJECT SECTION
SOUTHWEST FRONT AVE. & MONTGOMERY ST.
MULTNOMAH COUNTY

TRAFFIC ENGINEER
5 | 8 | 81
DATE

DESIGNED BY: [illegible]
CHECKED BY: N.K.

DATE May, 1981

T.E. DWG. NO. 8045

26 - 8272

9402

TRA 7-3

STATE OF OREGON

INTEROFFICE MEMO

TO: D. N. Stoudenmeyer
Acting Final Design Supervisor

DATE: April 9, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plan
Portland South Waterfront Development Project
FAU 9300
Multnomah County

Attached are two prints of the approved sign study plan for the above-named section.

This work should be included in the project scheduled for August 20, 1981.

L. E. George

L. E. George
Traffic Engineer

ELS:er

Attachment

cc with attachment: R. N. Bothman
E. L. Hardt
W. W. Geibel
E. C. Purdy

Beard WOB

____Verstoeg____
____Anderson____
____Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

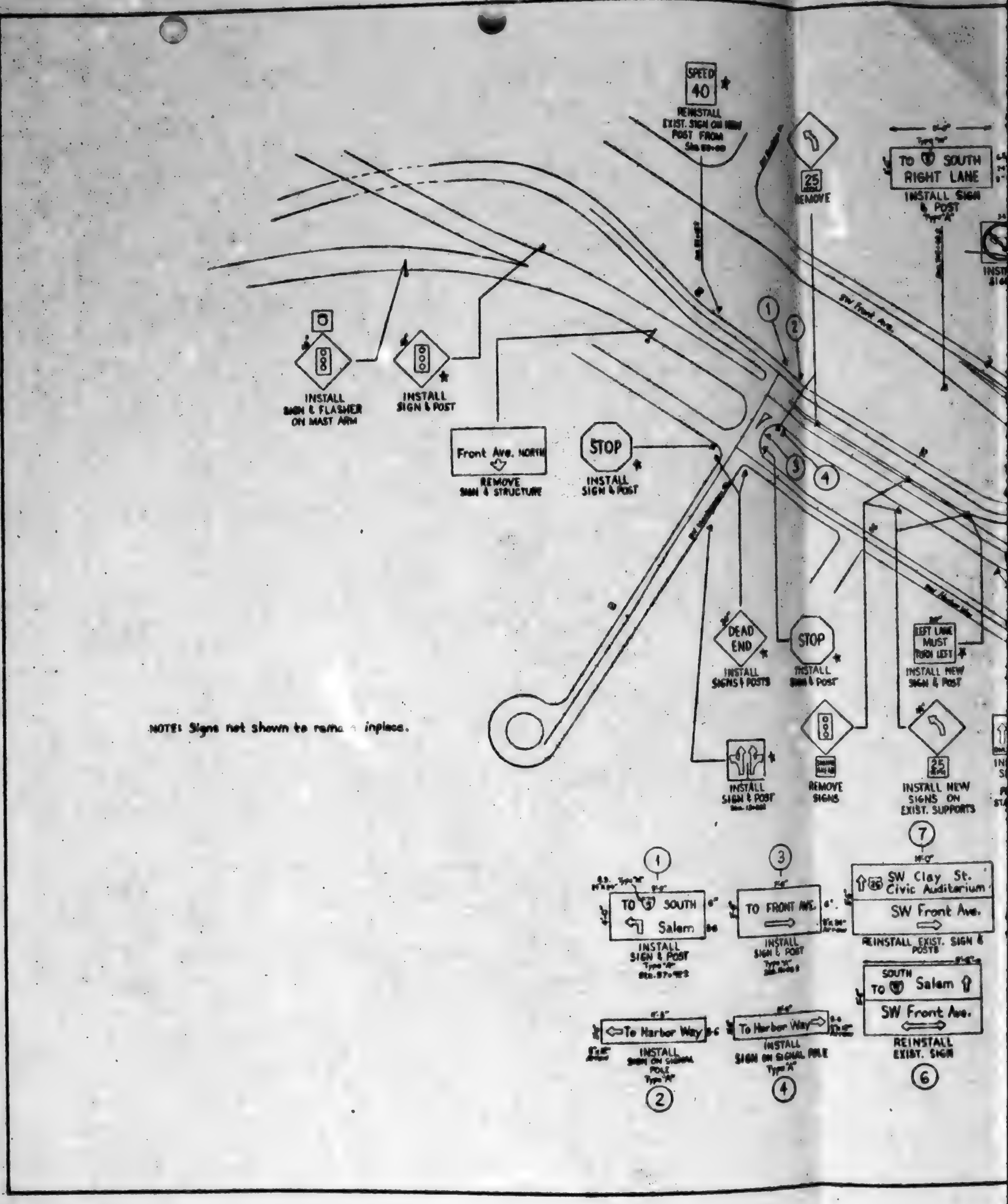
RECEIVED

APR 15 1981

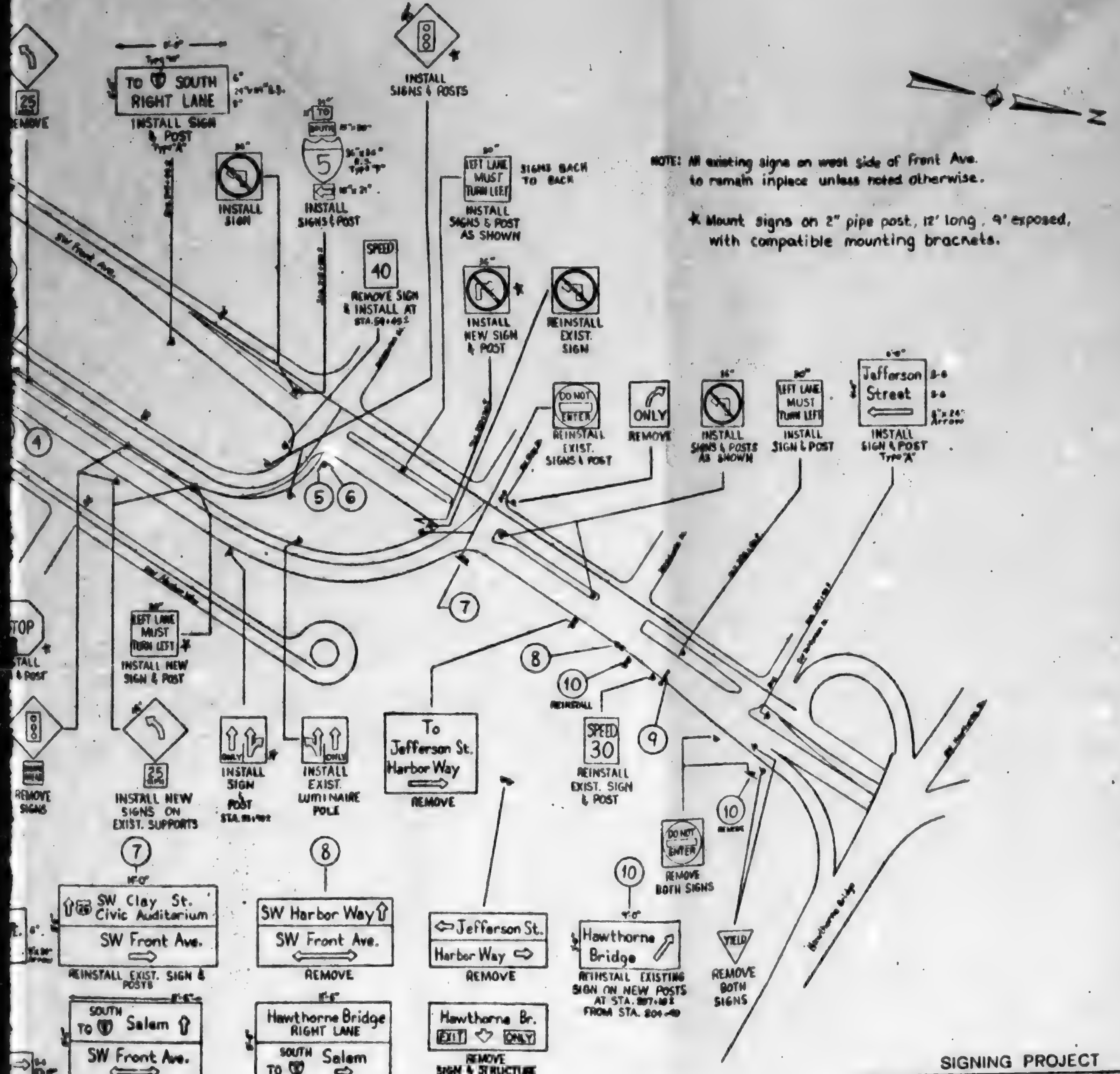
ROAD DESIGN SECTION

Do Not File ☐
Return To____
Bring Up____/____
Action____

1 Plan retained by Beard


SPEED 40
REINSTALL EXIST. SIGN ON NEW POST FROM
25
REMOVE
TO SOUTH RIGHT LANE
INSTALL SIGN & POST Type "A"
SW Front Ave.
INSTALL SIGN & FLASHER ON MAST ARM
INSTALL SIGN & POST
Front Ave. NORTH
REMOVE SIGN & STRUCTURE
STOP
INSTALL SIGN & POST
1
2
3
4
DEAD END
INSTALL SIGNS & POSTS
STOP
INSTALL SIGN & POST
LEFT LANE MUST TURN LEFT
INSTALL NEW SIGN & POST
INSTALL SIGN & POST
REMOVE SIGNS
25
INSTALL NEW SIGNS ON EXIST. SUPPORTS
7
TO SOUTH Salem
INSTALL SIGN & POST Type "A"
TO FRONT AVE.
INSTALL SIGN & POST
SW Clay St. Civic Auditorium
SW Front Ave.
REINSTALL EXIST. SIGN & POSTS
SOUTH TO Salem
SW Front Ave.
REINSTALL EXIST. SIGN
6
To Harbor Way
INSTALL SIGN ON SIGNAL POLE Type "A"
2
To Harbor Way
INSTALL SIGN ON SIGNAL POLE Type "A"
4

NOTE: Signs not shown to remain inplace.


25
REMOVE
TO SOUTH
RIGHT LANE
INSTALL SIGN & POST
Type "A"
INSTALL SIGN
TO
SOUTH
5
INSTALL SIGNS & POST
INSTALL SIGNS & POSTS
LEFT LANE MUST TURN LEFT
SIGNS BACK TO BACK
INSTALL SIGNS & POST AS SHOWN
SPEED 40
REMOVE SIGN & INSTALL AT STA.50+45±
INSTALL NEW SIGN & POST
REINSTALL EXIST. SIGN
SW Front Ave.
DO NOT ENTER
REINSTALL EXIST. SIGNS & POST
ONLY
REMOVE
INSTALL SIGNS & POSTS AS SHOWN
LEFT LANE MUST TURN LEFT
INSTALL SIGN & POST
Jefferson Street
INSTALL SIGN & POST
Type "A"
4
5
6
7
8
9
10
10
STOP
INSTALL SIGN & POST
LEFT LANE MUST TURN LEFT
INSTALL NEW SIGN & POST
REMOVE SIGNS
25
INSTALL NEW SIGNS ON EXIST. SUPPORTS
ONLY
INSTALL SIGN & POST
ONLY
INSTALL EXIST. LUMINAIRE POLE
To Jefferson St. Harbor Way
REMOVE
SPEED 30
REINSTALL EXIST. SIGN & POST
DO NOT ENTER
REMOVE BOTH SIGNS
YIELD
REMOVE BOTH SIGNS
Hawthorne Bridge
7
SW Clay St. Civic Auditorium
SW Front Ave.
REINSTALL EXIST. SIGN & POSTS
8
SW Harbor Way
SW Front Ave.
REMOVE
Jefferson St.
Harbor Way
REMOVE
10
Hawthorne Bridge
REINSTALL EXISTING SIGN ON NEW POSTS AT STA. 207+10± FROM STA. 204+40
SOUTH TO Salem
SW Front Ave.
REINSTALL EXIST. SIGN
6
Hawthorne Bridge RIGHT LANE
SOUTH TO Salem
REINSTALL EXIST. SIGN & POST
5
Hawthorne Br.
EXIT ONLY
REMOVE SIGN & STRUCTURE
9
N

NOTE: All existing signs on west side of Front Ave. to remain inplace unless noted otherwise.

★ Mount signs on 2" pipe post, 12' long, 9' exposed, with compatible mounting brackets.

Mike Bauer
CITY APPROVAL
3/11/81
DATE

SIGNING PROJECT

PORTLAND SOUTH WATERFRONT DEVELOP. PROJECT
FAU 9300
PORTLAND, OREGON

Action	Date	Signature	Title
Submitted	1-29-81	Dave Hoffstetter	Traffic Control Engr.
Approved	1-16-81	J. J. Kinney	Sign Engineer
"	4/6/81	Gonzie	Traffic Engineer
"			Asst. Hwy. Engr.
Accepted	4/7/81	S K Hansen	FHWA

9402

2.

November 12, 1980

Portland Development Commission
300 S. W. First Avenue
Portland, OR 97201

AGR 4

Attention: Sandra H. Peterkort
Program Development Assistant

MISC. CONTRACTS and
AGREEMENTS No. 6861

Gentlemen:

Attached are four copies of an agreement with the City of Portland, Portland Development Commission, and the Highway Division concerning the Waterfront Development Project in Portland.

It is my understanding that you will secure the signature of the City of Portland. Please return one fully executed copy of this agreement to 121 Transportation Building, Salem, OR 97310.

12-1-80
Returned
signed
fn

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm
Att.

bc Don Harwell
Jon Rose, Metro

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
41281	McAdams, James & Winifred	$ 1,917.00
50500	Cascade Chrysler Center, Inc.	378.00
51688	May, M. Blodwin Jones	350.00
51691	Robinson, William R. & Constance A.	-0-
	4 Transactions	$ 2,645.00

~~(2) Agreement with the North Clackamas Christian School for the installation of traffic signals on the Cascade Highway South at the School Crossing in Clackamas County. The State will install the signal using State forces and salvage material, perform maintenance and pay for electrical energy. The School has agreed to contribute $2,000 toward the cost of the project. (Local Government)~~

(3) Agreement with City of Portland and the Portland Development Commission concerning the Waterfront Development Project in Portland. The State will prepare the contract documents and perform the construction engineering. The Development Commission will pay all costs of the project with no expense to State or City. (Local Government)

~~(4) Supplemental agreement with Washington County concerning the Scholls Highway at 135th and Old Scholls Ferry Road Section of the Scholls Highway No. 143. Upon completion of the project, State is to assume maintenance, jurisdiction and control over the newly constructed "T" type intersection, with all County's right, title and interest in the right of way of the reconstructed section passing to State. (Local Government)~~

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 3 day of November, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 10-31-80

9402

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 12

In Reply Refer to
File No.

July 1, 1980

Mr. Douglas L. Obletz
Project Coordinator
Dept. Development & Civic Promotion
City of Portland
1500 S. W. First Ave.
PORTLAND OR 97201

File 11281
Misc. C & A 5571
Front Ave. and Waterfront Park
City of Portland

Dear Mr. Obletz

Enclosed are two original copies of the Relinquishment Deed from the Department of Transportation to the City of Portland signed June 27, 1980. This deed passes to the City the State's interest in the Front Ave. Project between N. W. Couch and S. W. Market and easterly of the Front Ave. right of way line, for public park and recreational purposes.

You have in your possession the Relinquishment signed May 30, 1980, for that portion lying westerly of the right of way line, for public street purposes.

We have recorded the City's Deed to one-half interest in the old Journal Building site and will send you a copy of the recorded document when it comes back from Multnomah County.

As set out in your letter of June 19, you will have the two Relinquishments approved and recorded. You will then send us a copy of the two recorded documents and also a warrant in the amount of $156,786.26. This then should complete the terms of the agreement.

Yours truly

J B Boyd

J. B. BOYD
Right of Way Manager

JBB:AE:nn
Enc.

cc: ✓F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
Ed Hardt
Vern Skoog

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
JUL 3 '80
REFER TO
FOR
Info | Inver | R/D | D/R | Sign | Act | File

Form 734-3122

9402

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 4, 1980 Telephone 238-8226

THE HON. CONNIE MC CREADY
1220 S.W. Fifth Avenue
Portland, OR 97204

Attached is a completed agreement dated May 15, 1980, between the state and the city which provides for transfer of jurisdiction of Front Avenue, and the land between Front Avenue and the Willamette River, from the state to the city.

This agreement provides the necessary transaction in order that the city can proceed with an orderly redevelopment of the old Harbor Drive property and manage Front Avenue adjacent to that property.

At such time as the Portland South Waterfront Project, Phase 2, becomes a reality, and the city purchases the state property for that project, the jurisdiction of the remainder of Front Avenue should revert to the city. This will provide for full transfer of jurisdiction of Front Avenue and the lands available for development to the city.

Robert N Bothman

ROBERT N. BOTHMAN
Administrator

ebg

attachment

cc: John Lang
F. B. Klaboe
E. L. Hardt

RECEIVED
DOT DIRECTOR
JUN 5 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

9402

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 12

In Reply Refer to
File No

May 30, 1980

tracer
AGR 3

Mr. Douglas L. Obletz
Project Coordinator
Department of Development &
Civic Promotion
1500 S. W. First Avenue
PORTLAND OR 97201

Key File 11281
Misc. C & A 5571
Front Ave. and Waterfront Park
City of Portland

Dear Mr. Obletz

Thank you for your letter of May 23.

Enclosed are two Relinquishment Deeds, one covers Front Street and the other covers the property to be used for park purposes.

The Deeds are prepared according to the terms of the Agreement dated May 15, 1980, and the Supplemental Agreement approved by Chairman Yturri on May 12, 1980. Will you have the City Attorney sign the original in the spaces provided for his approval as to form, and then send a photo copy of the fully signed documents to me for our files.

If you record the Relinquishment Deeds, please send the recording data to us for noting our records.

Thank you for your cooperation in this matter.

Yours truly

J. B. BOYD
Right of Way Manager

JBB:RK:nn
Enc.
cc: ✓F. B. Klaboe/cc (2) doc.
R. N. Bothman/cc (2) doc.
L. C. Grothaus/cc (2) doc.

RECEIVED
DOT DIRECTOR
JUN 2 '80
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

140

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 29, 1980

FROM: Robert W. Gormsen
Commission Services

SUBJECT: Supplemental agreement with the City of Portland and the Portland Development Commission

MISC. CONTRACTS and AGREEMENTS No. 5571

On May 28, 1980, Jack Sollis' Office received a letter dated May 22, 1980, from the City of Portland/Portland Development Commission forwarding to us two fully executed copies of an supplemental agreement between the Highway Division, the City of Portland, and the Portland Development Commission to settle the jurisdiction on Front Avenue in Portland, Multnomah County. The elements of the agreement concluded the State's attempts to collect $206,786.26 that the City owes the State on the project. The agreement allows the City to retain $50,000 in a sinking fund to maintain Front Avenue in the future. The remainder of the monies will be paid to the State Highway Division immediately.

It appears from the above-mentioned letter dated May 22, that the City of Portland and the Portland Development Commission have retained fully executed copies of this agreement for their records.

On this date, we have forwarded copies of the May 22 letter and one fully executed copy of the supplemental agreement to Mr. Don Harwell, a copy to V. E. Skoog, and the original, fully executed copy of the supplemental agreement with the original May 22 letter is being forwarded with this memo to General Files.

kkr
cc: ✓ Don Harwell (agreement attached)
V. E. Skoog (agreement attached)
Jack Sollis

Distributed
6-2-80 MCH

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PR ☐]
N
REFERRED TO ____________
FOR ________ ____________
FILE: PM FA LG.

81-125-1387

On May 12, 1980, approved an agreement with the City of Portland & Port Dev. Comm. to settle the jurisdiction on Front Avenue in Portland, Multnomah County. The elements of the agreement concluded the State's attempts to collect $206,786.26 that the City owes the State on the project. The agreement allows the City to retain $50,000 in a sinking fund to maintain Front Avenue in the future. The remainder of the monies will be paid to the State Highway Division immediately.

5/27/80

Mr Boyd -

Is this paragraph sufficient for inclusion in minutes as Mr. Yturri's confirmation - ?

Fran

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 28 1980
☐ M ☐ AM ☐ ADM ☐ HBR ☐ CA ☐ RS
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THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

PORTLAND
DEVELOPMENT
COMMISSION

Allison Logan Belcher
Gary W. Masner
Randolph L. Miller
Walter C. Mintkeski
Louis Scherzer

Robert J. Holmes
Executive Director

1500 S.W. First Avenue
Portland, Oregon 97201
(503) 248-4800

May 22, 1980

NOTED
JACK L. SOLLIS

RECEIVED
MAY 28 1980
LEGAL

Mr. Jack L. Sollis
Assistant Attorney General and Counsel
State Department of Justice
113 Transportation Building
Salem, Oregon 97310

Dear Mr. Sollis:

Pursuant to Portland City Council Ordinance No. 149605, approved May 14, 1980, and action taken by the Portland Development Commission on May 22, 1980, the tri-party Supplemental Agreement concerning Front Avenue has been signed by all parties. Two (2) fully executed copies of the Agreement are enclosed for your files.

Pursuant to the Agreement, the Development Commission will forward a warrant in the amount of $156,786.26 to the State as final payment for the Front Avenue Reconstruction Project during the next few weeks.

Representatives of the City of Portland Engineer's Office will be contacting the State Highway Division regarding additional documentation required for transfer of the State's right, title and interest in Front Avenue.

Thank you for your assistance in this matter. Please call me at 248-4911 if you have any questions.

Sincerely,

Lawrence L. Dully
Acting Director of Development

LLD:bls
Enclosures

cc: Bob Bothman
J.B. Boyd
Cowles Mallory
John Lang
Oliver Norville

9402

STATE OF OREGON **INTEROFFICE MEMO**

ROW 12

DEPT TELEPHONE

TO R. N. Bothman
Administrator
Metropolitan Branch

DATE May 23, 1980

FROM Ruth Keller
Realty Specialist

MISC. CONTRACTS and AGREEMENTS No. 5571

SUBJECT File 11281
N. W. Couch St.-S.W. Market St.
Front Ave.
City of Portland

Mr. Boyd asked that we distribute copies of the Agreement dated May 15, 1980, between the State and the City of Portland.

Attached is the duplicate copy of said Agreement for you to send to the City and a copy of the Agreement for your records.

We have attached an Exhibit "A" which extends to S. W. Market St. in order to agree with the change that Mr. Boyd made in this document.

If you need additional copies of the Agreement, let us know and we will provide them for you.

7-7-80 [illegible]

RK:nn
Enc.
cc: ✓F. B. Klaboe/cc Agreement
Ed Hardt/cc Agreement
L. C. Grothaus/cc Agreement

COMM. REPORT
Boyd's Supt Rep
15

Phyllis has 1 xerox cy. agreement –
Ruth says R/W will
keep original agreement –
Agree. had no approval date
~~of~~ only Boyd's signature –
Did it ever show up on Boyd's d.A. report

REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

9402

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

CON 21

TO: MEMO TO THE FILE

DATE: May 12, 1980

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Front Avenue Agreement
Miscellaneous Contract &
Agreements 5571
Right of Way Agreement
File 47358

On May 12 the agreement to settle the jurisdiction on Front Avenue was discussed with Chairman Yturri. The elements of the agreement concluded our attempts to collect the $206,786.26 that the City owes us on this project. The agreement, negotiated by Mr. Bothman and discussed with Mr. Klaboe, allows the City to retain $50,000 in a sinking fund to maintain Front Avenue in the future. The remainder of the monies will be paid to the State Highway Division immediately.

After some discussion, an indication that this was a viable method of resolving a problem which has been three years in discussion, appears reasonable. Chairman Yturri agreed that it was in the Highway Division's best interest to approve the agreement. This should be consummated by the City Council on Wednesday.

J. B. Boyd discussed the Right of Way Agreement later with Chairman Yturri. Bruce explained the principles involved in consolidation of 40%/60% owned properties in the Waterfront Park. Chairman Yturri agreed that the problem must be solved and concurred in the agreement.

JBB:jh jh
cc: F. B. Klaboe
R. N. Bothman
J. B. Boyd
V. E. Skoog
Anthony Yturri

9402

2.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone:
Date: April 18, 1980

File No: CON (Mult. Co.)

TO: Jack Sollis
Assistant Attorney General Counsel

FROM: Robert N. Bothman
Administrator

Robert N Bothman

SUBJECT: Front Avenue Improvements

Three interrelated negotiations regarding Front Avenue consist of the following:

1. A construction project overrun of $206,786.26. (This is over the 4¼ percent contingency.)

2. Transfer of jurisdiction of Front Avenue to the City of Portland (pending correction of "duck ponds" on the construction project.)

3. Transfer utilization of the Harbor Drive property to the city (in accordance with earlier agreement with the city.)

The construction-cost overrun consists of $101,298.92 due to construction items requested by the city and an engineering overrun of $105,488.34 (above the authorized 8 percent of the initial authorization). The Portland Development Commission has agreed to pay the cost of additional construction items. PDC has recommended that we participate on a 50/50 basis in the overrun of engineering costs. The total cost of the project was $1,429,297.76. The agreement provides that the state pay those expenditures within the curbs, estimated to be $315,000; PDC to pay the remaining costs, estimated to be $1,162,007 and which amounted to $1,222,511.50 with the contract. The agreement provided for the state to participate in those costs within the curb line, with the city participating in the costs outside the curb line.

The estimated cost of maintaining this section of Front Avenue is approximately $6,000 per year, consisting only of patching, striping, and snow-plowing. The remaining responsibilities rest with the city. However, it can be anticipated, because of the settlement, the usage, and the nature of the project, that an overlay would be required in eight to ten years, which would provide a major expenditure for the state.

The transfer of the properties from the Harbor Drive area have been worked out, and that agreement has been reached. Essentially, it provides that the city will be able to obtain from the state any of its interest in those areas owned by the state in return for an equal value of property transferred to the state in another area.

NOTED

RECEIVED
DOT DIRECTOR
APR 23 '80
REFER TO
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File

PDC has proposed that the state forgive them 50 percent of the overrun of the engineering costs. The city Public Works Bureau has proposed that the state forgive PDC $50,000 of the cost of the project, more specifically the engineering overrun, and that PDC transfer $50,000 to the city as a sinking fund to correct the "duck ponds" on the project at such time as the city overlays the section--in eight to ten years. This proposal by the city would satisfy the mayor of Portland who is concerned with the "duck ponds"--sufficiently that she has refused to agree that the city assume jurisdiction of the street. It is anticipated that she would be agreeable to the proposal of a sinking fund to correct the shortcomings of the construction project.

The state has removed the federal routing from Front Avenue. The Front Avenue section does not serve through traffic and is principally a city arterial and a connector to the downtown business district.

For the reasons of the functional use of the street, the park lands, and the relief of the future responsibility of maintenance, we should proceed to relieve PDC of $50,000 of their current billing, with the stipulation that the city assume the jurisdiction for Front Avenue. The agreement relative to the right-of-way, as currently agreeable to the city and the state, could be finalized.

It seems appropriate that these actions be taken prior to the next commission meeting by delegated authority.

I have reviewed this proposal with Fred Klaboe.

Please proceed with the necessary documents to complete the transaction.

RNB:ke

cc: F. B. Klaboe
J. B. Boyd
E. L. Hardt

9402

2.

GENERAL FILES

NOTED
H. S. COULTER

bc: ✓H.S. Coulter
R.N. Bothman
J. B. Boyd
E.S. Hardt

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313

113 Transportation Building

March 19, 1980

RECEIVED
STATE HWY ENGR
MAR 19 '80
REFER TO
FOR
Info	Inves	R/O	D/R	Sign	Act	File

2

Mr. J. David Hunt
Executive Director
Portland Development Commission
1500 SW 1st
Portland, OR 97201

RE: Front Avenue Agreement

Dear Mr. Hunt:

In the past three years, an agreement has been discussed resolving the jurisdiction over the former Harbor Drive now occupied by the Waterfront Park. The Highway Division has tried to reach an agreement by which the goals and objectives of both organizations would be met. It has been unsuccessful to this time.

With the advent of the possible passing of SJR 7, which is being presented to the voters in the May election, the agreement will be impossible to execute in its present form. With the separation of Parks and Highway responsibilities under this constitutional charge, all those properties purchased for highway purposes such as Harbor Drive will no longer be transferred for park usage. Any such properties transferred must be compensated for under the normal sale procedures of the Oregon Department of Transportation. The properties presently being used by the Waterfront Park must then be disposed of in accordance with Department policies. The Department requests your attention to this problem and the rapid solution to it prior to the election in order that City of Portland goals of a Waterfront park for the perpetual enjoyment of the public will be obtained.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General & Counsel

JLS:sjb

cc: Chairman Anthony Yturri
Fred Klaboe

9402.

2.

ROUGH DRAFT FOR CHAIRMAN YTURRI
December 3, 1979

Mayor Connie McCready
1220 SW 5th
Portland, Oregon 97204

SUBJECT: Airspace Lease-E. Fremont Interchange
File 35712
Agreement
Burnside Bridge-Hawthorne Bridge Section
Pacific Highway West (Front Ave.)

Copy
Row 10-2

Dear Mayor McCready:

1350-5

Department of Transportation personnel have brought to my attention two problems which appear to have gone too long without resolution. If there are any problems the Department can solve, I will be glad to offer their services. I think the best way is to bring them out where they can be looked at.

I will be glad to discuss these issues with you the next time I am in Portland.

In closing, if the issues are not resolved, they will continue to be an impediment to the continuous and necessary working relationship with the City of Portland.

Very truly yours,

Anthony Yturri
Chairman

JBB:mk

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 3, 1979

Chairman Anthony Yturri
c/o Yturri, Rose & Burnham
89 S.W. Third
Ontario, OR 97914

SUBJECT: Airspace Lease-E. Fremont Interchange
File 35712
Agreement
Burnside Bridge-Hawthorne Bridge Section
Pacific Highway West (Front Ave.)

Dear Chairman Yturri:

As discussed with you on the phone on November 30, a problem continues to develop with the City of Portland. Mayor McCready has apparently taken personal offense at my attempts to solve two problems. The problem agreements are as follows:

1. Burnside Bridge-Hawthorne Bridge Section, Pacific Highway West (Front Avenue). The problems on this section began in 1968 with the complex agreements calling for the demolition of the old Journal Building and the eventual abandonment of the Harbor Drive Section. I will not belabor the many conferences and working sessions that got us to a meeting held on May 26, 1977, at which I presented a rough draft agreement prepared by the Department of Transportation. I am including memorandum written by myself with a copy of that agreement presented at that meeting. The difficulties of dealing with this subject are complex and the file is probably two inches thick. We did our best at this point in time to come up with a solution that was satisfactory to the City of Portland; accomplished their goals and still met the Oregon Transportation Commission's responsibilities to Constitution and Statutes. I believe and firmly, that this was a good agreement, it was well founded on a rational analysis. It included a solution for all the issues in this area. It gave the City of Portland the use of all the properties presently jointly owned by the City and the State, it removed from the State's system, Front Street which was the subject of at least a tacit agreement on the maintenance of Front Avenue and gave to the City of Portland all the necessary rights of way to operate it. You

NOTED
F. B. KLABOE

Form 734-3122

will note from my letter of June 2, 1977, that the City has even failed to present to us our rightful deed to 50% of the Journal Building as it had agreed to many years before. I am including with this report, all of the documentation, letters, etc., from the date of my June 2, 1977 memo, to the present date. We have attempted to pursue this problem diligently on both a formal, as noted by the correspondence and an informal basis of discussions with Mr. Dan Cooper that I related to you this morning. Through these informal discussions, much bantering took place between Mr. Cooper and myself regarding that I would be hesitant to make further agreements on Harbor Drive and recommend them to the Oregon Transportation Commission without the old one being signed that has dragged so long.

2. East Fremont Interchange Airspace. You have been involved to a great degree in this problem, and again many negotiations took place as does with any property such as this. You are well acquainted with the reports I have made to you and to the Commission over a period of in excess of two years. I believe the final agreement that was consummated with the City of Portland was a fair agreement and I proceeded to execute the tenets of that agreement as fairly as was possible. It was a working arrangement between I and Mr. Cooper, that finally through much work for the appraisal services and discussions culminated in a letter which is attached indicating to them the results of the appraisal process we had agreed to. On September 20 this letter was written and no reply was tendered to the Department. This letter was in accordance with conversations I had with Mr. Cooper on the 18th of September. On October 24, I phoned Mr. Cooper asking him about the airspace lease and determining why no reply had been received. He indicated to me "well those guys over in public works hadn't done their job and that he would talk to them and see if he couldn't get the agreement and the payment busted loose." On November 16, I discussed again with Mr. Cooper, not having heard anything regarding the letter, and wondered if there was anything wrong. Also at that time I indicated to him that the Portland Development Commission was requesting assistance with their Front Street project as we had discussed many times, it would be nice if we could consummate the agreement that has laid for 2-1/2 years without any action being done. The conversation was very friendly. A little bantering back and forth. It ended with the idea that he would see what he could do about the two things.

I bring these things to your attention so that the two items which I am responsible for are placed in the proper perspective. I do not think the City of Portland has lived up to their agreements in either one of them. I do not believe that the Department of Transportation has been in any way difficult to deal with. All of the positions taken have been rational and in line with our responsibilities. I would hope we could remove some of the partisanship from these issues. In my responsibility as the Right of Way Manager, I have many acquisition files and other types of agreements which are difficult or sometimes almost impossible to negotiate. I again reinterate the methods I have used with the City of Portland, have been friendly with all persons that I dealt with, possibly firm, but at no time have I shown to anyone in the City of Portland any personal antipathy.

The only actions from this point on will be to respond directly to any singular issue brought to me. Any responses must apparently be in documentary form as any opinion the Mayor has is second hand. I have been in one meeting with her as Commissioner in Attorney General Redden's office. He merely affirmed what I had been saying all along.

A possible letter to the Mayor is attached or you may wish to ignore the immediate issue and await the subject being brought to your attention informally if that is done.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:mk
Attachments

cc: F. B. Klaboe

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: Jack Sollis
Assistant Attorney General and Counsel

DATE: June 28, 1979

FROM: D. R. Adams
Project Development Manager

SUBJECT: Burnside Bridge to Hawthorne Bridge Section
Pacific Highway West (Front Avenue)

On April 18, I asked if the Highway Division could simply remove the highway designation from Front Avenue and leave the City of Portland with full jurisdiction of that street. You will recall that we agreed to construct the street, and rebuild and revitalize the waterfront area, in cooperation with the City of Portland and the Portland Development Commission. The city has not executed the agreement to accept the roadway after numerous contacts.

My initial request did not contain the maps delineating the various ownerships and kinds of ownerships of right-of-way. I have enclosed a map that does show these ownerships, as was requested in your letter of April 24.

If this map does not do the job for you, please advise if you need further clarification or additional information.

DRA:PE

Attachment

cc: Bruce Boyd
Ed Hardt

RECEIVED

DEPARTMENT OF JUSTICE

Memorandum

TO: D. R. Adams
Project Development Manager

DATE: April 24, 1979

Re Front Ave Agreement

FROM: Jack L. Sollis
Assistant Attorney General & Counsel

SUBJECT: Burnside Bridge to Hawthorne Bridge Section
Pacific Highway West (Front Avenue)

In reply to your memo of April 18, 1979 the map that was sent to me on April 7, 1977 has disappeared somewhere so I don't even have that for reference.

I would not be in a position to give you a legal opinion on this matter until the matter is thoroughly researched. With the information furnished, I don't have any idea of what we are talking about because the scale on the map is so small that it really gives me very little help if any.

I would have to have a small scale map clearly delineating the existing Front Avenue at the time it was platted and Front Avenue as it exists today in order to make that determination.

JLS:sjb

cc: J. B. Boyd

RIGHT OF WAY SECTION
RECEIVED
APR 25 1979
BK
ARE ARA FS CA RS
S AS CL OS FAO

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: Jack Sollis
Assistant Attorney General

DATE: April 18, 1979

FROM: D.R. Adams
Project Development Manager

SUBJECT: Burnside Bridge to Hawthorne Bridge Section
Pacific Highway west (Front Avenue)

In May of 1978 we sent the City of Portland a relinquishment agreement for the subject section of Front Avenue. The city has been dragging their feet about signing the agreement. For your convenience, I have attached a copy of that agreement. Follow-up letters have been written to the city and personal contacts have been made but neither have resulted in acceptance of the agreement.

In recent discussions that we had on a related matter, you advised that the Highway Division could simply remove the highway designation from a city street and the city would have to maintain that section of what used to be a highway. This could take place, you advised, only if it was originally a city street and we routed our highway over the city street. I would like a determination on whether or not this holds true for Front Avenue.

Originally, Front Avenue was a city street, as can be attested by the attached copies of land grants that I received from Adell Egan. However, parts of the existing Front Avenue have been widened and new right-of-way acquired which apparently is owned 60 per cent by the city and 40 per cent by the state. Therefore, it appears that the abandonment of the roadway is more complicated than I had hoped, but I would like to have your reaction.

If additional information is necessary before you can give any advice, please indicate what is needed so that a search can be made for that information. What I would like to do is to try to force the city's hand and convince them to sign this agreement. If they are still unwilling to sign, then we can simply abandon the highway to the city leaving them the city street. If that avenue is not open, we will have to find another approach.

RIGHT OF WAY SECTION
RECEIVED
APR 19 1979

DRA:ke

cc: R. N. Bothman
J. B. Boyd
E. L. Hardt

Attachment

P.S. The 60/40 shared ownership properties were mapped and a copy of that map was sent to you April 7, 1977 by Jim McClure under subject "Relinquishment Harbor Drive property, City of Portland".

F. W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

December 19, 1978 Telephone 238-8226

RIGHT OF WAY SECTION
RECEIVED
JAN 12 1979
☐ ☐ ARE ☐ ARA ☐ FS ☐ CA ☐ RS
☐ R/WS ☐ AS ☐ CE ☐ OS ☐ TA ☐ FAO

Connie McCready
City Commissioner
1220 Southwest Fifth
Portland, OR 97204

Dear Ms. McCready:

The Burnside Bridge to Hawthorne Bridge section of Front Avenue project is completed. On November 7, John Lang advised Mr. Ed Hardt, our Region 1 Engineer, that all city of Portland items listed for correction by the contractor on this project were corrected to the satisfaction of the city. This completes this section of Front Avenue.

Throughout the negotiations with the city of Portland and the Portland Development Commission, the Oregon Department of Transportation has been led to understand that Front Avenue would become a city street and maintenance for that street would be the responsibility of the city of Portland.

The street is no longer a state highway by character, function, or design. It is now a significant step in the city's substantial investment to make the river front more attractive to the public. I believe the city should have control of Front Avenue.

An agreement has been forwarded to the city for your signature, formalizing this understanding. That agreement has not been signed as of this writing; however, the state has lived up to its end of the bargain in completing the project and putting the final touches to the contractor's work as requested by your staff.

I respectfully ask that you conclude the agreement and formally confirm that the jurisdiction and maintenance of the street is the responsibility of the city of Portland effective January 1, 1979.

R. N. Bothman
Administrator

cc: Coles Mallory
John Lang
Richard Smith
Don Bergstrom

bc: Ed Hardt
Bob Shotwell

~~3/10/79~~ 7-10-79
~~2~~-16-79 ~~6-10-79~~
BUF 2-1-79 · ~~4-10-79~~

DRA/ke

9402

78-111

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO
DEPT.

238-8250
TELEPHONE

TO: BUZ SWAN
Project Management

DATE: October 23, 1979

FROM: JON ROSE Jon Rose
Federal Aid Specialist

SUBJECT: Proposed Agreement South Waterfront Redevelopment Project
City of Portland

The City of Portland and Portland Development Commission propose a comprehensive redevelopment of the area bounded by S.W. Front Avenue, the Marquam Bridge, the Willamette River and the Hawthorne Bridge. Included as part of the proposal are adjustments to the street and highway system. We would like an agreement written to cover work which will be done by the Highway Division at the expense of the City acting through its Portland Development Commission.

The project will consist of preliminary engineering and construction of street and signal modifications on S.W. Front Avenue between the Hawthorne Bridge and S.W. Montgomery Street, extension of S.W. Montgomery Street easterly from S.W. Harbor Drive and development of a signalized intersection on Harbor Drive at the proposed Montgomery Street extension.

The State shall perform all preliminary engineering and construction supervision except some preliminary field work which will be done by the City or its agent.

The entire cost will be borne by the Portland Development Commission; ✓ an agency of and acting for the City of Portland.

Maintenance, operation and control of Front Avenue and Harbor Drive will continue as at present under existing agreements. The City shall be responsible for the Montgomery Street extension.

Utility relocation within the area of state jurisdiction will follow ✓ normal policy. City will be responsible for all utility relocation outside state jurisdiction.

Prior to commencement of any phase of the work, the City shall submit ✓ an advance deposit in the amount of the estimated cost of such phase.

I am attaching a package of correspondence which covers several discussions and provides quite a bit of background information. Please note that the schedule is rather tight and Metro would like a draft copy for consideration shortly. Please let me know if there are any unanswered questions

po

cc: Max Klotz

78-111
(100)

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO
DEPT.

238-8226
TELEPHONE

TO: The File

DATE: October 18, 1979

FROM: R. N. Bothman
Administrator

Bothman

SUBJECT: South Waterfront Redevelopment Project

Met October 11 with representatives of PDC, their consultant CH2M/Hill, and the City of Portland to review the South Waterfront Project. Representing PDC was Larry Dully and Mr. Robertson. Representing the City of Portland was Dave Vargas and Terry Bray. Representing CH2M/Hill was Mike DiLembo. Other staff from the agencies were present.

Discussed the approach to accomplish the project, which is a cooperative effort between the city and the state. The real project is the redevelopment of the entire area between the Willamette River, Front Avenue, the Marquam Bridge, and the Hawthorne Bridge. A necessary element of that redevelopment is a redesign of the street system involving Front Avenue, the ramp from I-5 to Front Avenue, Harbor Way, and so forth.

The overall plan has been chosen from a number of alternatives which essentially removes Harbor Way in total, redevelops Front Avenue to accommodate the traffic in the vicinity of Clay, Market, Columbia, and Jefferson, with a major access from the redevelopment area onto the ramp from the freeway at a new Montgomery Street.

The project actually involves two phases: the first phase east of the freeway ramp to Front, the second phase between our freeway ramp and Front Avenue. The second phase is long-range and not part of the current consideration.

Considerable discussion pursued the schedule for the project. The PDC effort is attempting to get the entire development underway next summer. However, a key to that is the removal of Harbor Way, which cannot be accomplished until Front Avenue, Montgomery Street, and the signal at Montgomery and the freeway ramp are completed. The general schedule discussed included completion of the preliminary engineering on the street effort by CH2M/Hill on November 9. However, this work will be subject to review and the project (probably) not readied for our effort until December 1, about four weeks later.

The street work could be divided into three parcels: Montgomery Street, the signal at Montgomery and the freeway ramp and Front Avenue. After the discussion, it appears that all three efforts need to be done before the closure of Harbor Way can occur and the redevelopment started.

It is anticipated that following a final decision on the preliminary engineering December 1 about six weeks would be required to complete the preliminary engineering. I have considerable concern on what we are getting from CH2M/Hill, but it appears that we will be getting a base map with the street improvements laid out, however with no coordinates or physical ties between the base map and the ground. It appears that we will have field work and some preliminary engineering to do in order to finish up the work from the consultant. After considerable discussion, it was decided that the state would assume the entire responsibility for completing the preliminary engineering, the final design, and construction of all three units including Montgomery Street, which will be the responsibility of the city upon completion. The other two portions will be the responsibility of the state upon completion.

There will be no change in jurisdictional responsibilites with the completion of this project.

The city will do some survey work to establish the center line for Montgomery Street. The consultant will have the grade line established. I am not quite sure whether we will have cross-sections, but we will have typical sections to work with.

Discussion pursued the development of the signal work that will occur on Front and on Montgomery. The consultant will do the preliminary design similar to the work Bergstrom normally does and submit that to us for final design. Max should contact the consultant shortly to see that we get the level of detail expected on the three signal designs.

I projected a sixteen week period for final design followed by a four week bid period, which leads to a contract in July of 1980.

It is anticipated that the machine works that currently lies on the alignment of the Montgomery Street effort will be removed by PDC in June of 1980, which fits with this construction schedule. The PDC will condemm the property during October of 1979.

All right-of-way for the project will be handled by PDC.

I laid out an anticipated 15 months for construction, which would lead to an early 1982 completion of the road work.

To follow up the questions raised by Max Klotz's memo of the 11th, I will respond as follows:

1. No change in jurisdictional responsibilities will occur. The state will assume the effort as completed by the consultant for all three sections of the street work, including Montgomery Street, the signal at Montgomery and the off-ramp, and Front Avenue. When completed, the jurisdictional responsibilities will be the same as at the present time.

2. The design standards on the state facilities, the ramp, and Front Avenue will be state standards. The standards on Montgomery will be the city standards.

3. The schedule is as outlined above.

4. There is some question as to level of information submitted by the consultant. He will be using 1"=50' and 1"=20' base maps to prepare the preliminary plans. However, these will be without coordination and without ties. The consultant will do the normal PE on the signal as per Don Bergstrom's normal effort, because of Don's work load. As stated above, this should be followed up by Max.

5. The level service for design should be level service "D".

6. The scale of plans and profiles to be submitted are 1"=50', 1"=20' and 1"=5'. These will be submitted by the consultant; however, I have anticipated additional work, and we should anticipate that there will be considerable additional work to follow this up. Max could contact Mike DiLembo from CH2M/Hill to discuss what we physically will be receiving.

7. The format of the information from CH2M/Hill will be as they have provided on other projects for us. This leads me to believe the work will be somewhat sketchy, probably in the same level of detail that we received from them on the Mt. Hood Freeway where they were the engineering consultant.

8. The funding source will be 100 per cent PDC funds. Later in this memo I will lay out the agreement, which needs to be pursued by Jon Rose to provide the funding to us. The funding will flow similar to that on Front Avenue, where we have an agreement with the city, PDC then working with an agreement to the city. We should pursue a source of funds to initiate our work in advance of December 1 in the form of the order to render service or purchase order to cover some field work, if we can schedule that into our program during the month of November and early December. This should also cover the cost of digging out the old plans on Front Avenue and the ramp in order that we can utilize this information. The cost of all this work should be borne by the project. Max should contact Larry Dully to figure out a way to get us some front end money to start this effort.

9. The city will be responsible for the lighting design in total. Some discussion pursued the lighting, which is of a couple different types. It could be that the lighting will be noted on our construction plan as accomplished by others and left out of the street plan, to be accomplished at a later date in order to facilitate moving the street work ahead. In one section of the Front Avenue project, there isn't any lighting.

10. The landscape design will be accomplished separately. Again, we should show this on our plans as "by others" and it will be picked up at a later date.

11. The right-of-way purchase in easements and so forth will all be accomplished by PDC. It will be necessary for Max to be sure that everything is clear; however, all the work will be done by PDC. Essentially, they will own everything in the entire area east of Front Avenue or the property will be in public ownership.

12. The datum to be used will be City of Portland.

13. The coordinate system has not been established, as nothing has been done in that effort yet. ODOT will have to establish the coordinate system.

14. ODOT will be responsible for the utility coordination; however, a consultant work element is to work with the utilities in their relocation. I suggest that Gary Kennen contact Larry Dully to get plugged into the utility relocation effort. I believe there is a meeting on that subject October 23, which Gary should go to.

15. The consultant will locate all the utilities on the base maps. That effort is now underway.

16. The geo-technical data on all the areas will be provided by the consultant.

17. There will be no right-of-way liaison report.

18. The rough specifications will be prepared by CH2M/Hill similar to that which our locating resident would do. I think we should assume that we will write the final specifications.

19. The final signal design will be done as usual by ODOT similar to a City of Portland project.

20. Every effort will be made to avoid a redesign of the Hawthorne Bridge ramp. However, some consideration is being given to simply removing the ramp and developing a left turn movement to the Hawthorne Bridge similar to that which we have northbound from Front to the Morrison Bridge. The real decision will be made by the traffic study, which has not yet been completed. If the ramp needs to be redesigned or removed, it will be ODOT's responsibility.

21. Relative to landscaping, which will be delayed, the layout of trees, irrigation, and so forth will likely be done at a later date, probably by others; i.e. the City of Portland.

22. The real holdup with the project at the current time is the traffic studies, which are being done by Bob Allen, CH2M/Hill using Butke numbers. Once this traffic study is completed, it should be thoroughly reviewed by Tom so that we agree with the numbers in order to develop the design that meets a level service "D".

I committed ODOT to developing the agreement between the City of Portland and the Department by November 1. This is critical in order that we can move the agreement through PDC, City of Portland, and ODOT approval processes to get the project moving. We probably can utilize the purchase order method to do the initial work, if we can't get the agreement done in time. Those two should be worked to some degree of compatibility. The agreement should be written along the lines specified above. The agreement should be patterned pretty much after the Front Avenue agreement. I think the above information lays out all the specifics necessary to draft the agreement. By copy of this memo, I suggest Jon Rose discuss it with me Monday the 22nd and ask any unanswered questions.

RNB:ke

cc: D. R. Adams
M. J. Klotz
J. R. Rose

78-111

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF DEVELOPMENT AND CIVIC PROMOTION

PORTLAND DEVELOPMENT COMMISSION

Allison Logan Belcher
Jerry G. Jones
Gary W. Masner
Walter C. Mintkeski
Louis Scherzer

J. David Hunt
Executive Director

1500 S.W. First Avenue
Portland, Oregon 97201
(503) 248-4300

MEMORANDUM

October 2, 1979

TO: Mr. Bob Bothman, Oregon Department of Transportation
Mr. Dave Vargas, Portland Bureau of Streets & Structural Engineering

FROM: Larry Dully, Project Coordinator

SUBJECT: South Waterfront Street Design

I've set a meeting for October 11th at 10 a.m. at the PDC offices to discuss and refine the Scope of Work to be undertaken by the City and State in connection with the South Waterfront Project and to identify agreements to be prepared by PDC, the City and the State.

The schedule for preliminary street and utility plans is:

Item	Resp.	Complete
1. Schematic Designs	CH2M	10/12/79
2. Street and utility service meeting	PDC	10/23/79
3. Preliminary plans	CH2M	11/9/79

In addition to the information lised in the attached description of project elements the following items should be noted:

A & B Front Avenue and Harbor Drive

1. Alterations to the Hawthorne Bridge ramp may be required to accommodate the northbound left turn lane at Jefferson.
2. It is our thought that ODOT would also be responsible for bidding and construction administration.

C. Montgomery Street Extension

1. CH2M should make street lighting recommendations and appropriate landscaping recommendations.
2. The relocation of Gender Machine Works will probably not occur prior to June 1980. The Commission intends to authorize condemnation of the property in October.
3. Again, we assume that Streets & Structures would bid the work and supervise street construction.

To allow for removal of Harbor Way north of Montgomery and Jefferson and Columbia east of Front Avenue, Work Items A&B should be completed prior to commencing work on the park improvements.

LLD:bw
cc: JJR, PDC
Brian Mostue, CH2M

TSE SPC
ODOT - METRO
OCT 03 1979
AM PPS

FILE T/A

CH2M
HILL
engineers
planners
economists
scientists

26 September 1979

P12987.A1

Mr. Larry Dully
Portland Development Commission
1500 S.W. First Avenue
Portland, Oregon 97201

Dear Larry:

Subject: Street Design; Three-party Agreement.

Attached is material on Street and Traffic project elements, which can serve as a background for establishing a three-party agreement between the Portland Development Commission, the City of Portland Bureau of Streets and Structures, and the Oregon Department of Transportation. The material includes a description of the project elements, defines responsibility for final design, and indicates preliminary design materials to be supplied by CH2M HILL.

Sincerely,

Brian Mostue

Brian Mostue

BM:dm/dw
Enclosure

Portland Office ■ 200 S.W. Market Street, 12th Floor, Portland, Oregon 97201   503/224-9190   TWX: 910/464-4720   Cable: CH2MHILL   TELEX: 36-0103

STREETS AND TRAFFIC PROJECT ELEMENTS

AREA A: FRONT AVENUE

Project Description: Widen Front Avenue from south of Market Street to Jefferson Street including:

1. Left turn lanes at Clay and Jefferson Streets northbound
2. Left turn lane at Market Street southbound
3. Re-signalization
4. Ornamental lighting
5. Planting and irrigation.

Responsibility for final design: Oregon Department of Transportation.

Preliminary Design Materials to be supplied by CH2M HILL:

A. Traffic

1. Arterial average daily, a.m., and p.m. peak period traffic volumes and patterns
2. Roadway and intersection capacities and levels of operational services
3. Schematic street plans

B. Street Design

1. Plans and profiles of streets
2. Typical street sections.

AREA B: INTERSECTION OF MONTGOMERY STREET AND HARBOR DRIVE

Project Description: Provide site access (signalized intersection) at Montgomery Street and Harbor Drive.

Responsibility for final design: Oregon Department of Transportation.

Preliminary Design Materials to be supplied by CH2M HILL:

A. Traffic

1. Site generated peak period traffic volumes and patterns

2. Freeway average daily, a.m., and p.m. peak period traffic volumes and patterns.

3. Intersection capacity and level of operational service

4. Schematic intersection plans

B. Street Design

1. Plan and profile of intersection

2. Typical sections

AREA C: MONTGOMERY STREET EXTENSION TO RIVER

Project Description: Provide site access by extending Montgomery Street from Harbor Drive to river.

Responsibility for final design: City of Portland, Bureau of Streets and Structures.

Preliminary Design Materials to be supplied by CH2M HILL:

A. Geotechnical

1. Geotechnical information along Montgomery Street right-of-way

B. Traffic

1. Site generated peak period traffic volumes and patterns

2. Roadway capacity and level of operational service

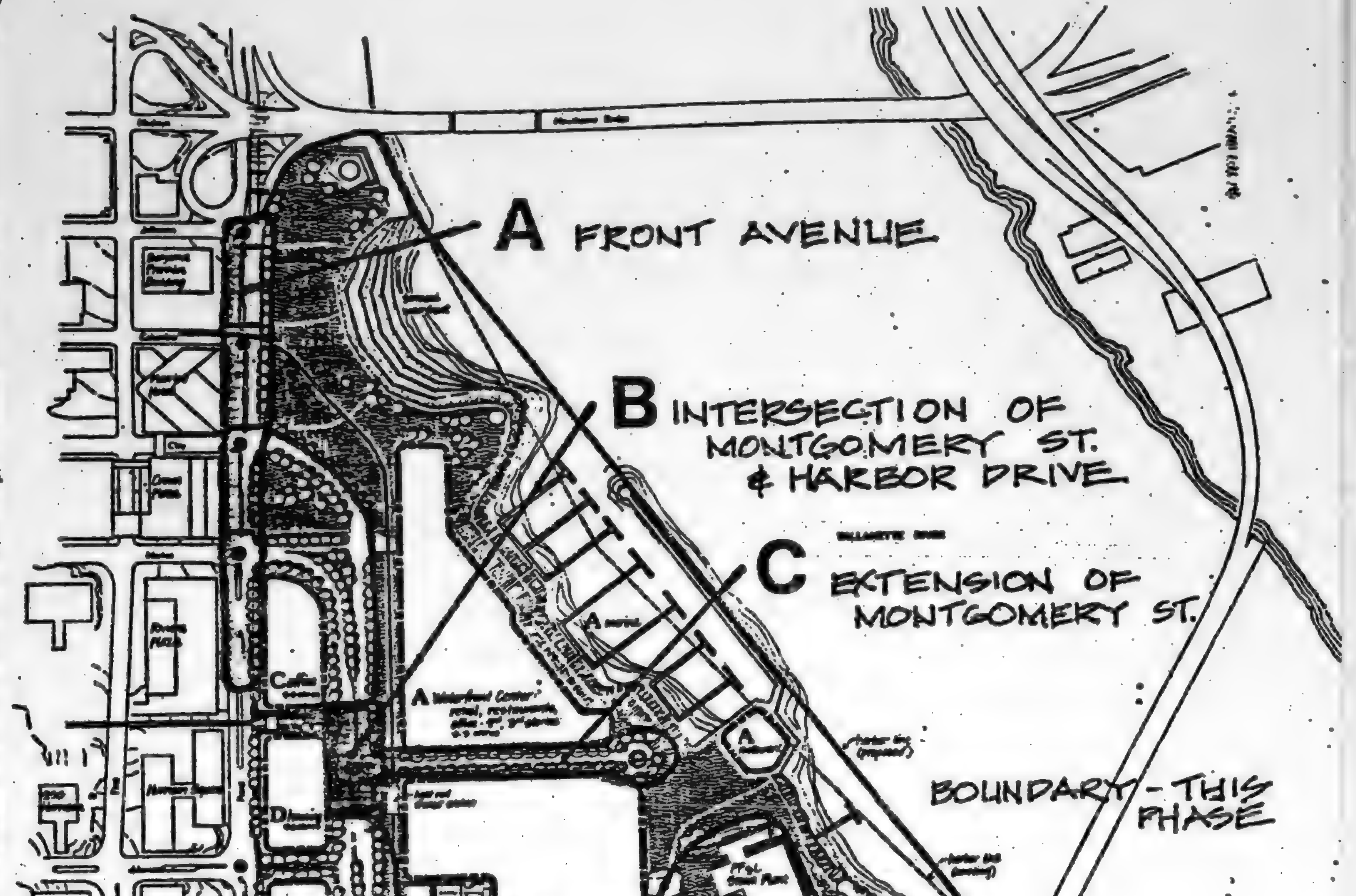
3. Schematic street plans

C. Street Design

1. Plans and Profiles of Street

2. Typical street sections.

Redevelopment Diagram


A FRONT AVENUE
B INTERSECTION OF MONTGOMERY ST. & HARBOR DRIVE
C EXTENSION OF MONTGOMERY ST.
BOUNDARY - THIS PHASE
A
B
C
D
E
F
NORTH
Scale

STREET DESIGN ELEMENTS

25 SEP. 79

ODOT-METRO
10/11/79

S. Waterfront Street Design

Agreement needed on:

- Jurisdictional responsibilities
- Design standards
- Schedule
- Detail of info to be submitted as preliminary plans
- Level of service used for design
- Scale of plans and profiles to be submitted
- Format of info from CH2M Hill

Questions:

- Funding source? (whose procedure do we follow)
- City to design lighting or just spotting poles?
- Who performs landscape design?
- Who purchases R/W and easements?
- What datum will be used?
- What coordinate system will be used?
- Who provides utility coordination?
- Who locates utilities?
- Who provides geotechnical data on areas A and B?
- R/W liaison report?
- Who is preparing the specifications? (assume CH2M Hill)

Comments:

If Hawthorne Bridge alterations are needed, Bridge Design Unit will need some time.

Considerable coordination will be necessary if we are to get adequate preliminary plans by 11/9/79.

Salem will need 16 weeks to prepare final plans and specs for bidding.

Depending upon the completeness and adequacy of the data received, Metro will need 2 to 8 weeks to prepare preliminary plans and specs for transmittal to Salem.

9402.

2,

GENERAL FILES

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

NOTED
E. S. HUNTER

August 29, 1978

1350-3

Mr. Don R. Stark
Williams, Stark, Hiefield
Norville & Griffin, P. C.
Suite 775, Boise Cascade Bldg.
1600 S.W. Fourth Avenue
Portland, Oregon 97201

Re: Harbour Dr. Properties
Relinguishment for Park
and Recreation Purposes
Steel Br. to Market St. Sec.

Dear Don:

As I promised, I am enclosing a copy of the agreement which I attempted to negotiate with the Portland Development Commission a year ago. I would appreciate your reviewing both the memo which Mr. Ollie Norville got a copy of, and the agreement itself. We have heard nothing after the meeting referred to on May 26, 1977.

Thank you for your assistance in this matter.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jk
enclosures
cc: E. S. Hunter ✓
R. N. Bothman
Ed Hardt
Louis Grothaus

RECEIVED
TECHNICAL SERVICES

AUG 29 '78

REFER TO

FOR

Info	Inven	R/D	U/R	Sign	Act	[illegible]

Con 21-1
Pacific
Fruit Co

FORM -734-3080

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
June 2, 1977

J B Boyd

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: Harbour Drive Properties
Relinguishment for Park
and Recreation Purposes

TO: Memo to the Files:

Jim McClure, Assistant Metropolitan Engineer, and myself met with representatives of the Portland Development Commission, Mr. Orville Norville, attorney, Sam Galbreath and Robert Holmes at 2:00 P.M., May 26. At that time we gave them a copy of a rough draft agreement prepared by Mr. Tony Viducich and Mr. Jack Sollis and discussed the memo of two alternatives written by me on May 26. It appears to me and that the Portland Development Commission at this time will consider the following plan of action:

1. Property acquired as the Journal Building - acquired 50% by the City of Portland and 50% by the State of Oregon and contributed in its landscaping improvement by the Bureau of Outdoor Recreation must remain in park and recreational use only. The City in the attached agreement is admonished to provide us a deed to our 50% interest which has never been transmitted. Discussion centered around the requirement by the Bureau of Outdoor Recreation that the property remained in park and recreation use forever. This seemed to Ollie Norville as it did to me when I first studied it incongruous that a $2,000,000 property such as this could be encumbered by a $20,000 investment by the Bureau of Outdoor Recreation without transferring title. He will investigate this in order that the versatility of the property be improved.

2. All properties would be transferred to the City of Portland for park and recreation purposes only.

3. Those properties which the City of Portland wishes to use for either lease or sale to enhance the Harbour Drive development would be appraised as to the State's interest and this value at the time of transfer be either paid to the State or utilized to increase the State's interest in other parcels unaffected by commercial development.

4. The properties if increased in percentage as to the State's ownership as opposed to the 40 - 60 relationship between the State and the City presently existing would be returned to the City of Portland for park and recreation purposes.

The Portland Development Commission personnel that were present could not see the validity in our method of approach. I believe that it is the only one which meets the necessity of protecting our responsibilities under the Oregon Constitution. The method that I have outlined to them does not change the end product that of providing a multi-faceted water front development which meets the needs of the public in the Portland area. The effort that will be made in appraisal and proper documentation is a proper one and I do not believe that changes should be made in it. I expressed a willingness to explain my position to the Portland City Counsel if problems develop between them and the Portland Development Commission.

JBB:jc
Attachment
cc: Ollie Norville
Sam Galbreath
F. B. Klaboe
H. S. Coulter
R. N. Bothman
L. C. Grothaus
Jack Sollis
Dave Talbot

Form 81-734-3032

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
May 26, 1977

FROM: J. B. Boyd
Right of Way Engineer

SUBJECT: Relinguishment Harbour Drive Property

TO: Memo to the Files

It appears that the acceptable alternatives to the transfer of properties to the City of Portland are as follows:

Item 1: Appraisal of all interests in properties subject to the Front Avenue-Harbour Drive Project. These interests would be valued on an individual parcel by parcel basis. Then, properties of equal value would be traded to solidify or amalgamate the undivided interest in the land by virtue of City ownership versus State ownership. The deeds would require that any monies paid the City in excess of that which is paid to the State or traded to the State would be returned to the State either in additional traded parcels or in cash.

Alternate 2: The properties in the project would be held in joint ownership until such time as they were needed for development at that time market value would be established for the undivided interest and a settlement made either in traded properties or in cash. This document would also contain the identification that our properties were resold at a higher value within a three year period that such dollars in excess of the interest would be paid to the State by the City.

The agreement would clearly document the fact that any proceeds from the sale or lease of these properties are to be utilized in the improvement of the park within the defined area.

JBB:jc

AGREEMENT

THIS AGREEMENT, made and entered into this ______ day of __________________, 1977 by and between the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter referred to as "State", and the CITY OF PORTLAND, a municipal corporation of the State of Oregon, by and through its City Officials, hereinafter referred to as "City":

WITNESSETH:

THE RECITALS

1. State and City, in accordance with agreements dated July 24, 1941, and May 21, 1968, and supplements thereto, acquired and are the present joint owners of certain waterfront property along the Willamette River outlined in red and green on the attached map marked Exhibit "A", which by reference is made part of this agreement.

2. State is the legal owner of an undivided 40 percent interest and City is the legal owner of an undivided 60 percent interest in the property outlined in red on the attached Exhibit "A". State and City are each the legal owners of a 50 percent interest in the property outlined in green.

3. State no longer routes its highway traffic over Front Avenue between N. W. Couch Street and S. W. Clay Street and will relinquish its rights to the Front Avenue right of way shaded in yellow on said Exhibit "A", and described in Exhibit "B", attached hereto and by this reference made a part hereof, including those portions of the approach ramps to the Hawthorne and Morrison Bridges shaded in yellow.

4. City has developed plans for the improvement of the property shown outlined in green and red on said Exhibit "A" into a Downtown Waterfront Park.

5. State and City desire to enter into this agreement to provide for the transfer of State's interest in the property outlined in red and green on said Exhibit "A" and to provide the terms and conditions under which the property is to be conveyed.

NOW THEREFORE, the parties hereto do mutally agree as follows:

1. State shall, upon execution of this agreement, make available to City the use and occupancy of the property outlined in red on said Exhibit "A" for the development of said property for public park and recreational uses.

2. All plans for the development of said property shall be first approved by State before commencing any construction work thereon.

3. State shall relinquish to City its interest in the property outlined in red and green on said Exhibit "A" and described as parcels 1 and 2 respectfully on Exhibit "C", attached hereto and by this reference made a part hereof, for public park and recreational purposes only. The deed will contain a provision that should any of the property relinquished be used for other than public park and recreational purposes City's interest in the property relinquished by State shall automatically revert to State.

4. State shall transfer, and City shall accept, all of State's right, title and interest in that portion of Front Avenue lying between N. W. Couch Street and S. W. Clay Street, including portions of the approach ramps to the Hawthorne and Morrison Bridges, with all jurisdiction, maintenance and control passing to City to be performed at City's sole expense. Said portion of Front Avenue and said bridge approaches are as shown shaded in yellow on said Exhibit "A", and described in said Exhibit "B".

5. If City wishes to sell or utilize for other than public park and recreational purposes any of the land covered by this agreement State will release, on a parcel by parcel basis, such land from the public park and recreational restrictions. Such release will be given by State to City upon condition that City pay to State its 40 or 50 percent interest, as the case may be, in the

property relinquished pursuant to this agreement. Payment shall be based on a market value of the land as of the date City requests release from State of the park and recreational use restrictions. In lieu of paying State market value for its interest in the property, City may exchange other property of equal value to State's interest in the property being released provided such exchange is acceptable to State. The market value of the property shall be established by one or more appraisals of the property as may be required by State. Said appraisals shall include the value of that portion of the abutting street area considered to be a part of the property, whether or not the street is vacated. If, during a two year period after State releases its park and recreation restrictions, City resells the released property for an amount in excess of that established by said appraisals, State shall be paid by City its share of the excess amount based upon the 40 or 50 percent interest which State had in the property released.

5. City shall, upon the execution of this agreement, immediately transfer to State a 50 percent interest in the property outlined in green as provided for in a prior agreement between State and City.

STATE OF OREGON, by and through its
DEPARTMENT OF TRANSPORTATION, Highway
Division

APPROVED AS TO FORM:

Assistant Attorney General and
Counsel

CITY OF PORTLAND

By

By

1402

STATE OF OREGON **INTEROFFICE MEMO**

ODOT Metro
DEPT.

238-8226
TELEPHONE

TO: MEMO TO THE FILE

DATE: August 17, 1978

FROM: DONALD R. ADAMS
Project Development Manager

NOTED
E. S. HUNTER

SUBJECT: Front Avenue
Hawthorne to Steel Bridge

RECEIVED
TECHNICAL SERVICES
AUG 23 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1350-3

copy RCW 10-2

Discussed this project and the turnover of the maintenance of the highway to the City with John Lang on August 15.

He advised and reassured that the City does intend to take over the highway but that there are some problems that have been identified on a "punch list" which need to be corrected by the State before the City will be willing to take over maintenance.

A key item on this punch list is the "bird baths" which Commissioner McCready has specifically mentioned as needing correction.

John also advised that the City is delaying action on acceptance of Front Avenue until the transfer of property issue under the East Fremont Interchange is resolved. I tried to separate these two issues in the discussion but the City is not willing to separate settlement on both transfers and insists that they are linked together. I pointed out to John that holding Front Avenue as ransom for the transfer of property at East Fremont could cut in just the opposite direction also.

In any event, correction of the problems identified on the punch list will have to be accomplished prior to the City agreeing to take over maintenance of the facility. This is common practice with the City and has been their policy in past transfers.

DRA/ldo

cc: J. B. Boyd
E. L. Hardt

cc Klaboe
Hunter
Sollis please note

9402

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 4, 1978

FILE:

2.

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: FRONT AVENUE

TO: R. N. BOTHMAN
Metro Administrator

1350-S

We have just recently completed construction of the project on Front Avenue and we are in the final stages of fine tuning it for the City of Portland. People representing their bureaus of traffic engineering, street maintenance, sewers, water, landscape, and perhaps others that I've missed, have all descended upon the project and given us lists of minor things to do in order that the project meet with their approval. We are working on those lists now.

It's my understanding that when this project was conceived and developed it was understood that upon completion the street would be turned over to the City for maintenance. The various City maintenance people who have inspected the project act like they plan to take it over as soon as we complete it to their liking, but so far we do not have a formal agreement with the City to this effect. As you can imagine, this places the jurisdiction of the street in limbo. Nominally, we are still responsible for the maintenance, but on the other hand it is not a state highway anymore --- it has brick crosswalks, bollards at the curb lines, ornamental street lighting, and other urban renewal-type amenities. I would appreciate it if you would expedite with the City the execution of the agreement which formally turns the street over to them so that there is no doubt about who is responsible for the facility.

ELH/cr
cc F. B. Klaboe
H. S. Coulter
Bob Shotwell
Maury Payne

RECEIVED
DOT OPERATIONS
AUG 07 '78
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

9402 Gen Files

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

1350-5

PNRS STATE REVIEW

Project #: 7805 2 1070 Due Date: ______

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- (X) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Highway By Ben Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS # 7805 2 1070	Page One

02 12] APPLICANT [45: City of Portland — 46] DIVISION [79: Bureau of Street & Structural Engineering

03 12] APPLICANT ADDRESS STREET [45: 400 SW 6th Avenue — 46] CITY [60: Portland — 76] ZIP [80: 97204

04 12] CONTACT PERSON [45: Norm Donaldson — 46] AREA CODE [48: 503 — 49] PHONE [55: 248-4009 — 56] EXTENSION [59:

01 12] PROJECT TITLE [71: NW Front Avenue Reconstruction

11 12] PROJECT LOCATION—CITY: Portland — PROJECT LOCATION—COUNTY: Multnomah — PROJECT LOCATION [79: SEC: 13 T: 1N, R:1W
18 & 19 T:1N, R:1E

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
This project provides for the design and reconstruction of NW Front Avenue from
06 12] NW Kittridge Avenue to the Burlington-Northern Railroad. Improvements will consist of [71
07 12] curbs, drainage, pavement, and other related items. New right-of-way will be required [71
08 12] from approximately 1800 feet west of NW 61st Avenue to the Burlington-Northern Railroad. [71
09 12] NW Front Avenue serves the northwest industrial area of the City. [71
10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,648,800	None	None	1,135,200	None	3,784,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45: None — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79: None

14 12] FEDERAL PROGRAM TITLE [71: Economic Development - Grants and Loans for Public Works and Development Facilities (11.300)

15 12] FEDERAL AGENCY NAME [45: Department of Commerce — 46] FEDERAL SUB-AGENCY NAME [79: Economic Development Administration

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☐ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☒ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☐ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☒ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☒ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 5/17/78

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: 06 — 43] DAY [44: 30 — 45] YEAR [46: 1978

Form PNRS-1 Page 1

ADD ONAL INFORMATION—ALL AI LICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

None

IV. Federal Catalog number (or Public Law no. and title) 11.300 (Economic Development - Grants and Loans for Public Works and Development Facilities

V. Has funding agency been notified? No ☐ Yes ☒ Date: 5/11/78

VI. If project includes state funds (12C), identify agency N/A

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

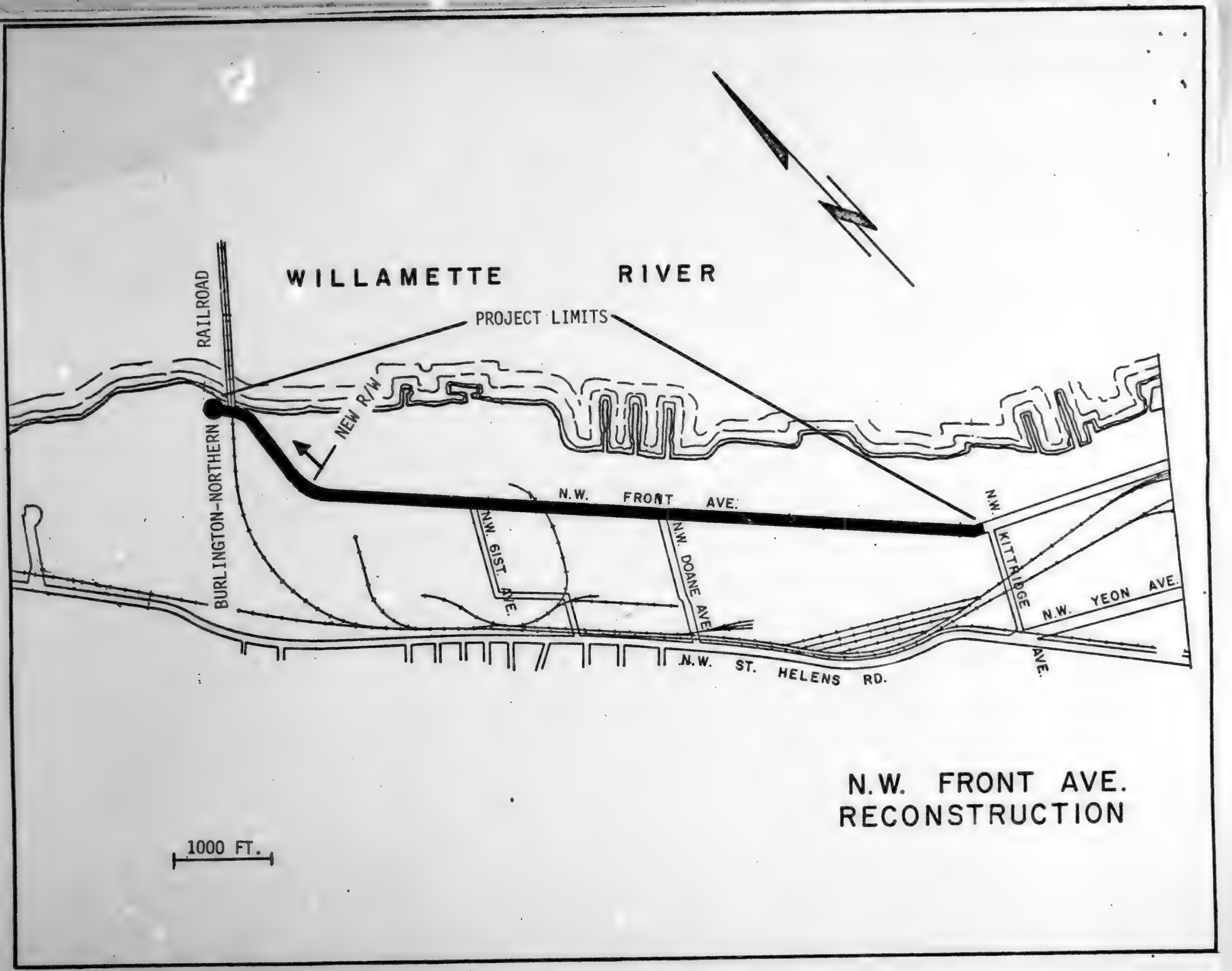
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS


WILLAMETTE RIVER
RAILROAD
BURLINGTON-NORTHERN
PROJECT LIMITS
NEW R/W
N.W. FRONT AVE.
N.W. 61ST. AVE.
N.W. DOANE AVE.
N.W. KITTRIDGE AVE.
N.W. YEON AVE.
N.W. ST. HELENS RD.
1000 FT.

N.W. FRONT AVE. RECONSTRUCTION

9107

NOTED
H. S. COULTER

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 10, 1978

Telephone 238-8226

JOHN LANG, Bureau Chief
Bureau of Street & Structural Engineering
City of Portland
400 Southwest Sixth Avenue
Portland, OR 97204

1350-5

Subject: Front Avenue Relinquishment Agreement

It has been understood upon completion of the Front Avenue improvement project, which has occurred, jurisdictional control of this section of highway would be relinquished to the City of Portland.

This was the subject of discussion at our meeting last year as you may recall with Don Bergstrom, Dick Schmidt and Sam Galbreath at which time there was a mutual agreement to the relinquishment. In conjunction with this meeting, the transferring of our interests in the Front Avenue properties was also discussed. These transfers are proceeding on a property-by-property basis with the Portland Development Commission due to the legal problems.

Attached are five copies of the proposed redesignation agreement for Front Avenue, extending from N.W. Couch Street south to the northerly boundary line of S.W. Clay. If it is acceptable, please secure the appropriate signatures and return four bound, signed copies to me at this office along with the authorizing resolution. Fully executed copies will be sent for your records following final action by the Oregon Transportation Commission.

If there are any question, please feel free to contact me.

cy Ed [illegible]
F.Y.I.
cy Schroeder
5-23-78

JAMES D. McCLURE
Project Development Engineer

JDM/ldo
Attachments
cc: F. B. Klaboe
E. S. Hunter
R. N. Bothman
J. B. Boyd

RECEIVED
STATE HWY ENGR
MAY 19 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
MAY 12 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9402 4.

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: April 18, 1977

FROM: Jack L. Sollis cc
Assistant Attorney General

SUBJECT: Relinquishment of Front Street and adjacent properties to the City of Portland.

In going through this matter with Floyd Scott and Mr. McClure, it appears that there may be some problem in getting the descriptions written properly to separate the relinquishment of the Front Street area to the City of Portland for street purposes and the relinquishment of the several blocks in the City of Portland for park and recreational purposes. I would suggest that if the Commission approves the relinquishment of the property to the City of Portland that we get together with the City of Portland and decide whether it should be handled under one deed for the Front Street property and another deed for the portion of blocks that will be used for park and recreation purposes. The reason for the problem is that a portion of most of the blocks is now in a part of Front Street that has been improved and it will take some time to write the descriptions if they are to be separated. It would seem to me appropriate to have authorization for Mr. Boyd to grant a permit of entry for the City of Portland to enter on the blocks that they need to start construction on now, with the understanding that deeds will follow as soon as the descriptions have been prepared. You may want to raise this point with the Commission when you are asking their approval for the relinquishment.

JLS:hg

Commission approved relinquishment of blocks as recommended & R/W Engr. to grant permit of entry & execute deeds. — HSC

RECEIVED
STATE HWY ENGR
APR ~~18~~ 20 '77
REFER TO
orig. to Boyd — cy RLS
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

9402

2.

DATE: April 13, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Harbor Drive Property

The development and use of the land between the Central Business District and the old Harbor Drive and Front Avenue along the waterfront has been the subject of a number of agreements between the State and the City of Portland for some years. With completion of the Fremont Bridge, an alternate facility was provided so that through traffic could be removed from Harbor Drive and placed on a widened Front Avenue.

To provide for the proper continued development of this waterfront property, it is now appropriate to either transfer or relinquish some of the property in which the State has an interest. This would now seem advisable for the development of a downtown waterfront park.

I am attaching an historical overview of the property, a map depicting the affected parcels, and supporting correspondence. There are three types of ownership involved: the properties are owned wholly by the City, wholly by the State, or held in joint ownership. It is proposed that of the property which is 60 percent City and 40 percent State (outlined in red on the map), we relinquish to the City our interest with the provision that 40 percent of that property be used for park and recreational use in perpetuity. Of the property outlined in green which is owned 50 percent by the City and 50 percent by the State, 50 percent of the property must be used for park and recreational purposes. The property outlined in brown, which is owned 100 percent by the State, will have to be used for park and recreational purposes.

A further condition of the relinquishment would be that in the event such use is not made of the property, title would revert to the State. I recommend your approval of the relinquishments of blocks as colored on the map and suggest that you authorize the Right of Way Engineer to execute a deed with the appropriate clauses on behalf of the State, relinquishing the property to the City of Portland.

Time is of the essence as the Portland Development Commission hopes to open bids in early May for construction of a portion of the waterfront park and they would like assurance of the concept from the Transportation Commission prior to award of their contract.

This matter will be on the agenda at your April 19 meeting.

HSC:ia

Enc.

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Walt Hart, Region 1
J. B. Boyd
Jack Sollis
L. W. Rulien
George Bell
Max Klotz
J. H. Versteeg--Please have descriptions prepared (check with Jack Sollis before preparing descriptions).

9402

DEPARTMENT OF JUSTICE

Memorandum

TO: H. S. Coulter
State Highway Engineer

DATE: April 11, 1977

FROM: Jack L. Sollis JLS
Assistant Attorney General

SUBJECT: Relinquishment of Harbor Drive Properties
City of Portland

I attach a copy of a memo from Mr. James D. McClure dated April 7, 1977 and also maps forwarded by him relative to this relinquishment.

It is not the responsibility of the Legal Section to get such a matter on the Commission agenda and I would suggest that you place this on the Commission agenda for the next Commission Meeting. As I understand it, there is a tight deadline required and all that is necessary after the Commission approves the relinquishment of the blocks as colored on the map is the writing of a description and preparation of the deed. I would suggest as the time frame is short that something be started immediately on writing the descriptions so that as soon as the Commission approves the relinquishment, a deed may be prepared and signed.

I would suggest that at the time a relinquishment is approved that the Commission authorize either yourself or Mr. Boyd to execute the deed on behalf of the State relinquishing the property to the City of Portland.

The condition of the relinquishment will be that on the property owned 60% by the City and 40% by the State that 40% of the total property outlined in red, must be used for park and recreational use in perpetuity and the property outlined in green would have 50% required to be used for park and recreational use in perpetuity. The portion outlined in brown would all have to be used for park and recreation purposes in perpetuity.

The deed will contain a clause that in the event that such use is not made of the property it would revert to the State. If you have any questions on this matter, I would be most happy to discuss them with you.

JLS:sjb
enclosure

cc: F. B. Klaboe
L. W. Rulien
J. B. Boyd

put project
together -
history

RECEIVED
STATE HWY ENGR

APR 11 '77

REFER TO
Schroeder

FOR

Info	Inves	R/D	D/R	Sign	Act	File

HISTORICAL OVERVIEW
Harbor Drive Property
April 11, 1977

Harbor Drive (Front Avenue) property was acquired for right-of-way pursuant to state/city agreements dated 7/24/41 and 9/11/44. The property was purchased with the city having an undivided 60 per cent interest and the state an undivided 40 per cent interest. The properties have been retained in joint ownership, with no change in status, to the present time.

Information from Proposed Agreement, 2/23/73, Never Consummated by City

State and city also entered into an agreement, dated May 21, 1968, providing for joint acquisition of the Oregon Journal Building and supplements thereto, dated April 28, 1969, and August 18, 1970, dealing with demolition of the building and landscaping of the area. All actions pertaining to this particular parcel of property were with the understanding that costs were to be shared equally (50-50) between state and city. Certain federal funds, in the nature of a grant from the Bureau of Outdoor Recreation, were used in landscaping the area. One stipulation of such a grant requires that the property involved shall be retained in public ownership with the public to have free use of the premises without discrimination.

State and city further entered into an agreement, dated November 24, 1971, employing the services of an architectural firm to supervise and conduct a comprehensive economic, design and planning study and report of the "Harbor Drive Parkway" in the area bounded on the north by the Steel Bridge, on the south by the Hawthorne Bridge, on the west by Southwest Front Avenue, and on the east by the Willamette River.

Construction Agreement, October 31, 1972

The disposition of all city and state lands lying between the relocated Front Avenue and the westbank of the Willamette River will be the subject of a future negotiated agreement. Special attention will be made in those negotiations for the need of a 60-foot (more or less) strip of land for maintenance of the harbor wall.

Maintenance Stipulations Agreement, December 19, 1973

The state shall, upon completion of the project, transfer all state's right, title, and interest, if any there be, in Southwest Harbor Way, to the city with all jurisdiction, maintenance, and control passing to the city to be performed at the city's sole expense. A portion of said Harbor Way is shown colored in orange on the attached Exhibit A.

"Portion" refers to the section of Harbor Way south of the Hawthorne Bridge which was later processed with an abandonment resolution, dated June 30, 1975.

From 1972 to 1977

Various agreements have been discussed with the city of Portland, all on the basis if portions of the state's share of property were leased, the agreement would stipulate that income would be divided in accordance with share. The city has not concurred in this concept, we may have reached an agreement on the basis of income being put back into the land for maintenance of the Downtown Waterfront Park.

Legal Review if Last Draft Agreement by Walt Barrie, August 24, 1976

In my opinion the agreement would violate Article IX, Section 3, Oregon Constitution in that the agreement would give up all of the state's ownership to the property in question to the City, without consideration, and with only a 20-year requirement that the property be used for park and open space. After 20 years the City could sell, lease, or otherwise use all of this property for any purpose.

As trustee of the Highway Trust Fund, DOT must carefully pursue one of its basic objectives, preventing diversion of trust fund monies. In that regard I would suggest that there are constitutional alternatives to the draft agreement, such as:

1. Outright sale to City of Portland at market value
2. Sale on contract over period of years with interest
3. Grant of land for park and open space use in perpetuity with reversion if used for other purposes
4. Joint-ownership agreement for use and maintenance as park and open space.

Relinquishment Concept

Relinquishing the state's share of the Harbor Drive properties in the form of a "Grant of Land" coupled with abandonment of Front Avenue to the City of Portland, based on the legal opinion, appears acceptable. This also takes the state out of auditing funds for leased lands managed by the city, and saves the state approximately $10,000/year in maintenance of Front Avenue.

ODOT
JDM/ebg
4/11/77

1859

STATE OF OREGON **INTEROFFICE MEMO** Con 21-10-1

RECEIVED
STATE HWY ENGR
APR 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: JACK L. SOLLIS
Ass't. Attorney General

DATE: April 7, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Relinquishment Harbor Drive Properties
City of Portland

NOTED
H. S. COULTER

I have prepared the attached map outlining the concept for relinquishing the subject properties to the City of Portland, for the purposes of developing a Downtown Waterfront Park. The map and concept has been reviewed with Sam Galbreath, Program Development Coordinator, Portland Development Commission, on April 5 with his concurrence. As we discussed, the properties can be described into three separate parcels, defined with acreage figures if desired, relating to the three types of ownerships.

The blocks or parcels described on the map are properties either owned wholly by the City or State or held in joint ownership. The largest parcel is the blocks shown outlined in red, having the ownership status of 40% State and 60% City. The State's share should be relinquished in its entirity as one parcel in the form of a land grant for park and recreation use in perpetuity with a reversionary clause. The blocks outlined in red which are owned jointly with the City, shown with the dashed "X" through the blocks, are exceptions to remain in their current (60-40) joint ownership. These blocks are in the area of the Steel Bridge approach ramps which remain under the State's jurisdiction.

The parcel outlined in green is jointly owned by the State and City in equal (50-50) shares, and is to be relinquished as the second parcel with the State's share held in perpetuity for park and recreation use. The third parcel, outlined in brown and owned by the State, is to be relinquished for park and recreation purposes only in its entirity. The parcel of land outlined in brown with the dashed "X" is an exception from the relinquishment, and will remain under State ownership.

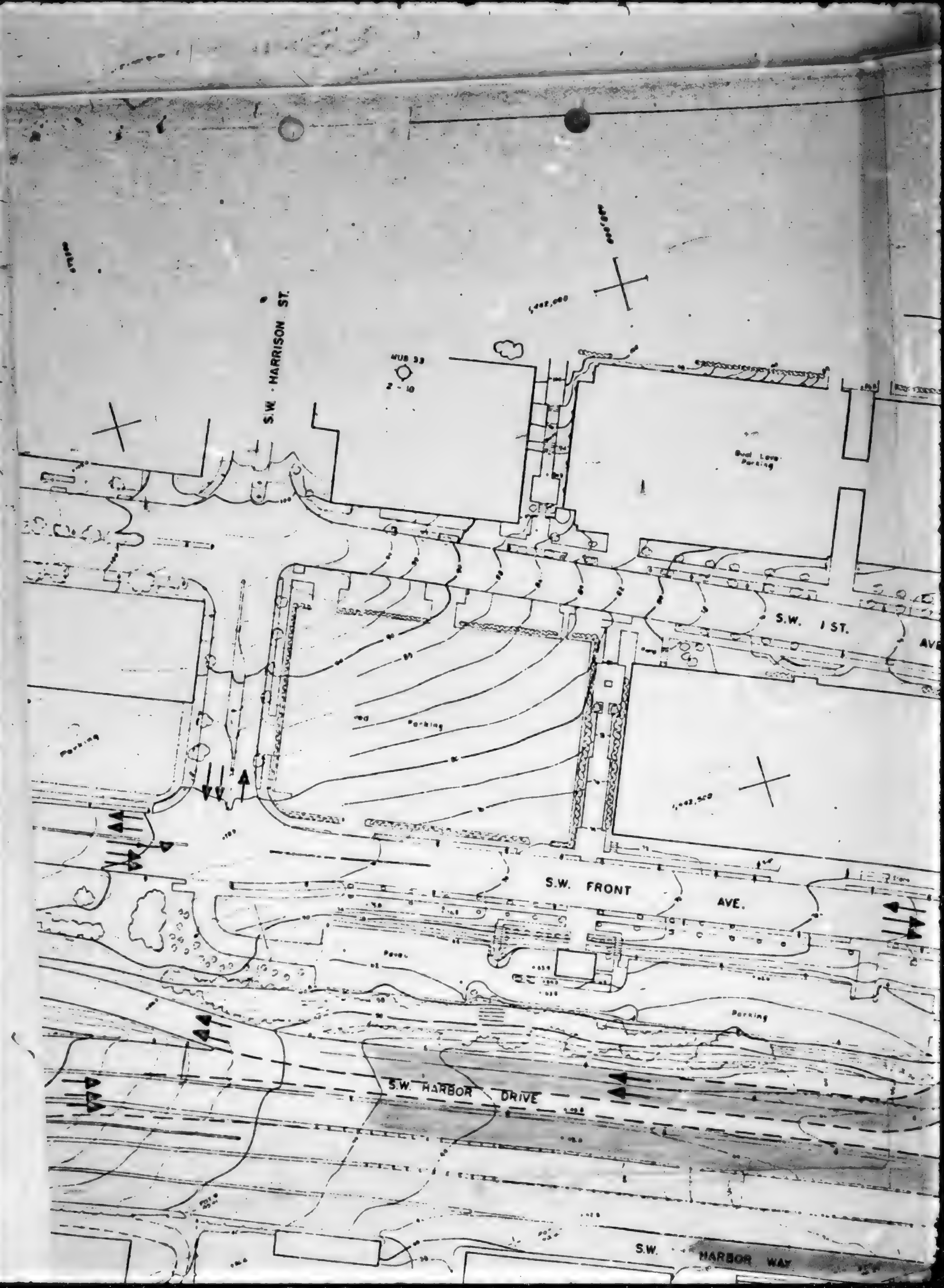
The Portland Development Commission is anticipating an early May bid letting for construction of a portion of the Waterfront Park and would like assurance of this concept relinquishing the properties, by the Oregon Transportation Commission, prior to awarding their contract.

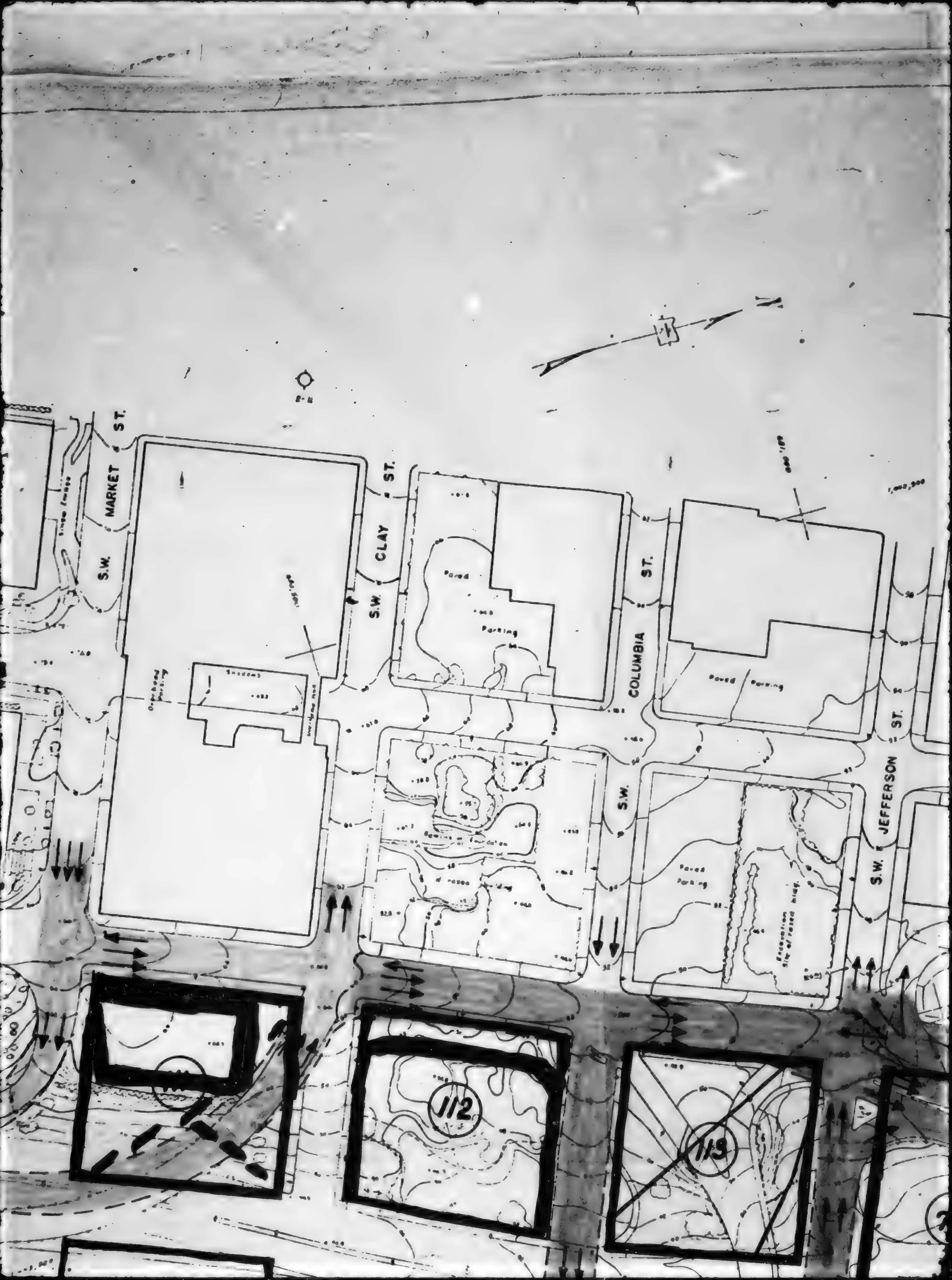
Please have this proposal reviewed by the Transportation Commission at their April 19 meeting. If the Commission concurs in the relinquishment of properties to the City of Portland, please proceed with developing the necessary relinquishment documentation for presentation to the city council in May, which will be handled by the Portland Development Commission.

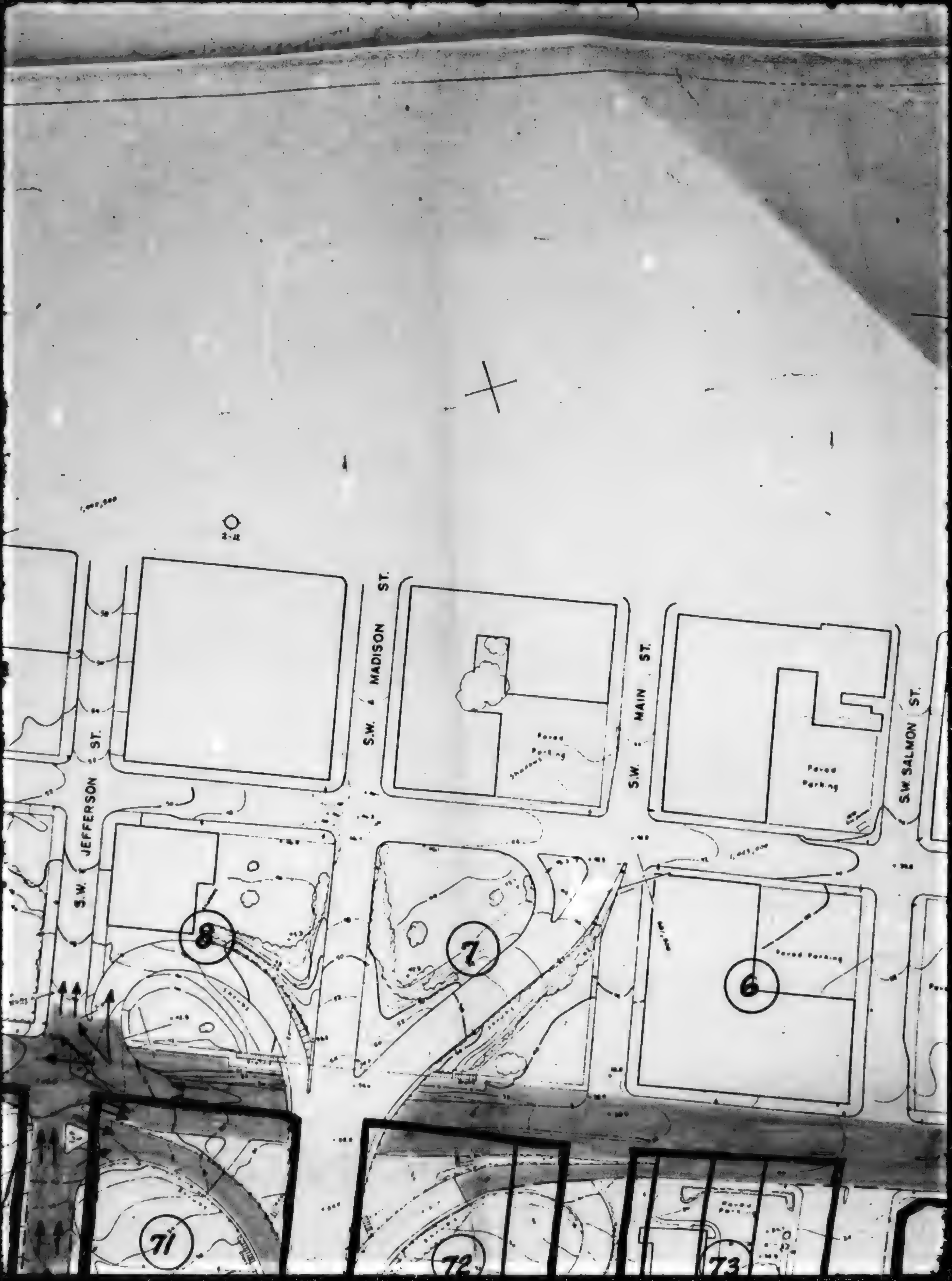
For the purposes of developing an exhibit map, for the relinquishment, enclosed is a vellum base map for your use. Please advise if you need any additional information.

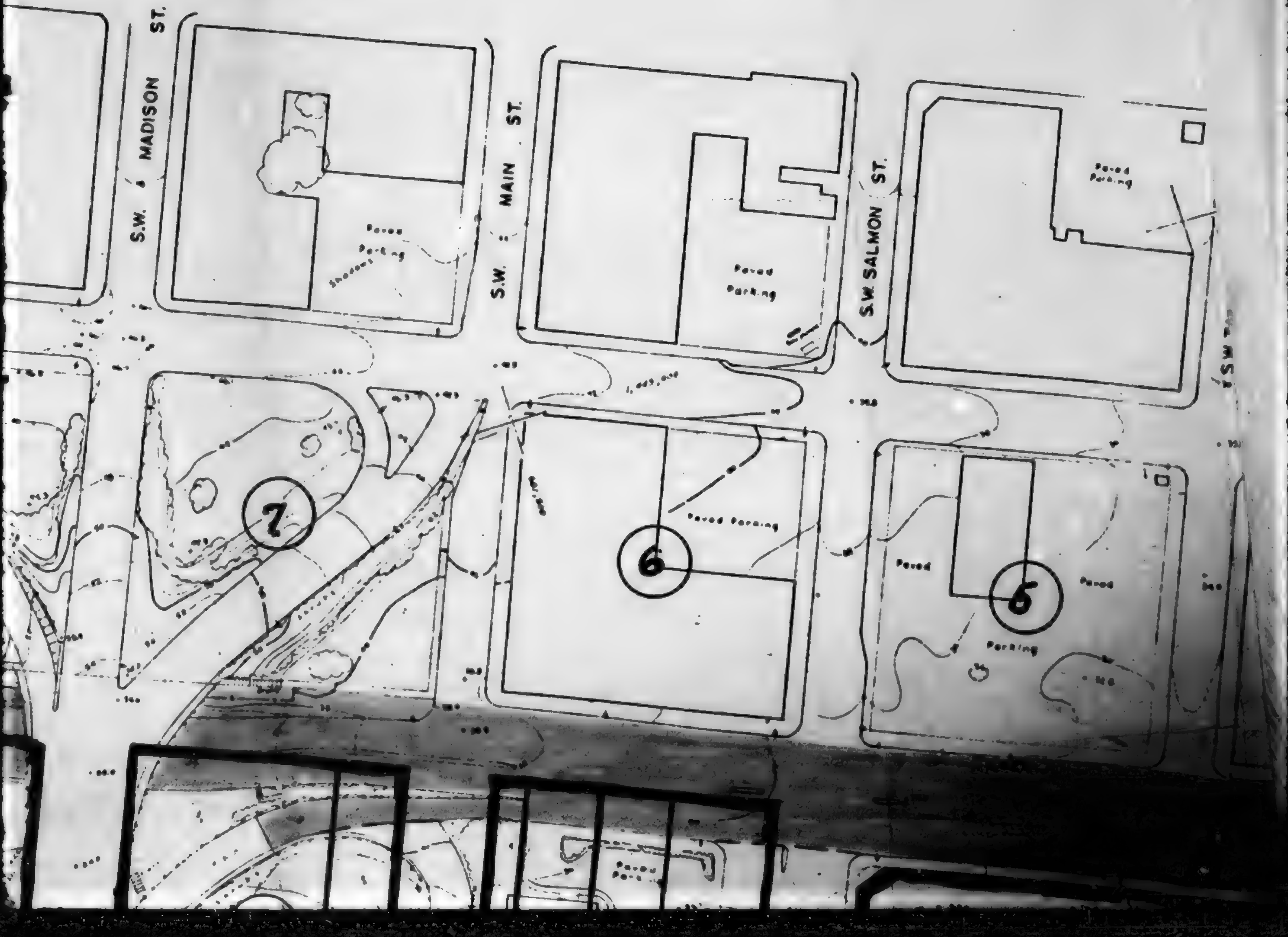
JDM/ldo
Attachments
cc: Sam Galbreath, PDC
John Lang, City of Portland
F.B. Klaboe
H.S. Coulter
L.W. Rulien
J.B. Boyd

81-125-1387


S.W. HARRISON ST.
1,402,000
MUB 33
2-10
Parking
Parking
Parking
S.W. 1 ST.
AVE
1,402,500
S.W. FRONT
AVE.
Paved
Parking
S.W. HARBOR DRIVE
S.W. HARBOR WAY


S.W. MARKET ST.
S.W. CLAY ST.
S.W. COLUMBIA ST.
S.W. JEFFERSON ST.
Paved Parking
Paved Parking
Paved Parking
Paved Parking
112
113


S.W. JEFFERSON ST.
S.W. MADISON ST.
S.W. MAIN ST.
S.W. SALMON ST.
Paved Parking
Paved Parking
Paved Parking
8
7
6
71
72
73


S.W. MADISON ST.
S.W. MAIN ST.
S.W. SALMON ST.
Paved Parking
Paved Parking
Paved Parking
Paved Parking
7
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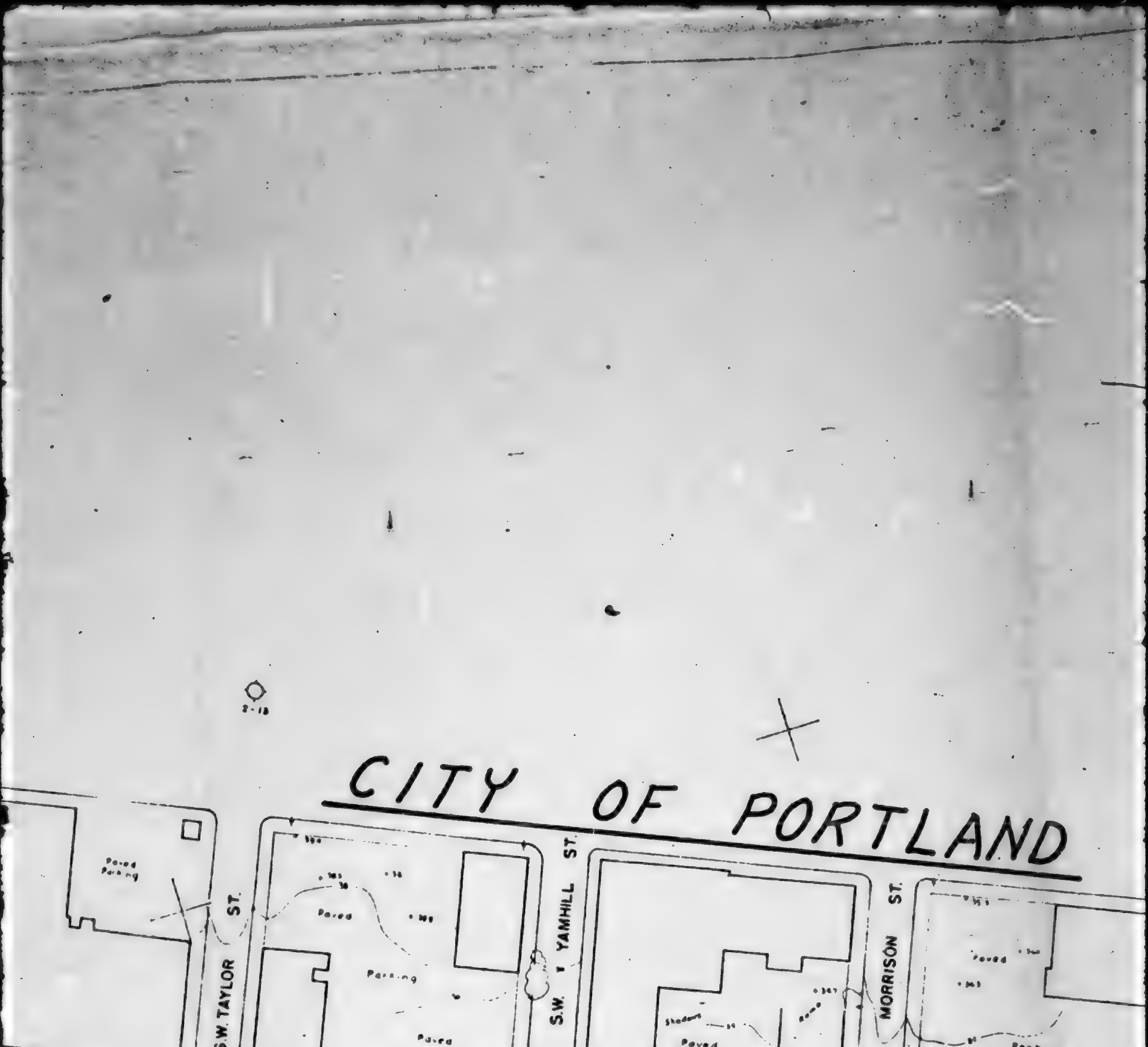
5
Paved
Paved
Parking
Paved Parking


CITY OF PORTLAND
S.W. TAYLOR ST.
S.W. YAMHILL ST.
S.W. MORRISON ST.
Paved Parking
Paved
Parking
Paved
Paved Parking
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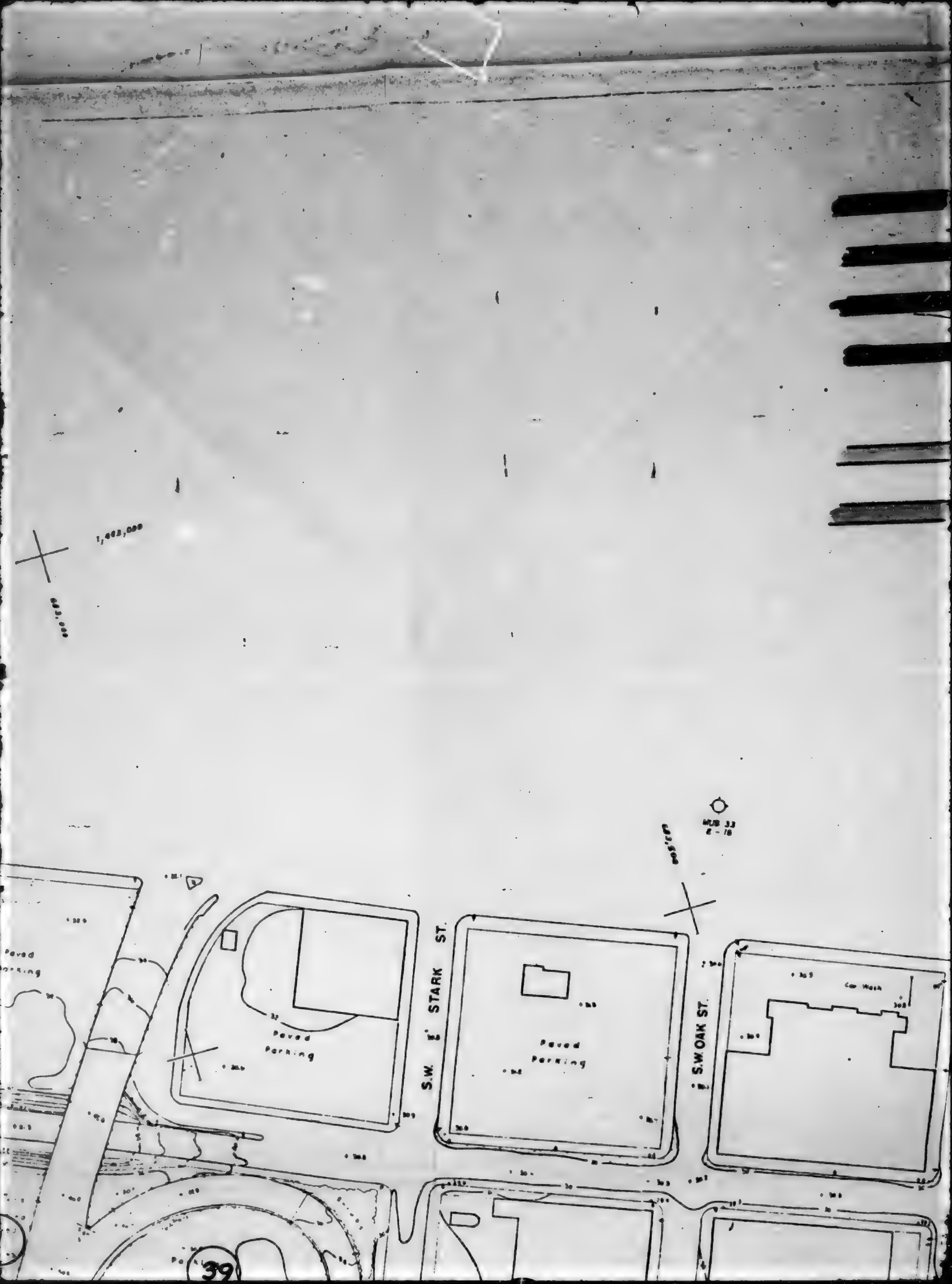
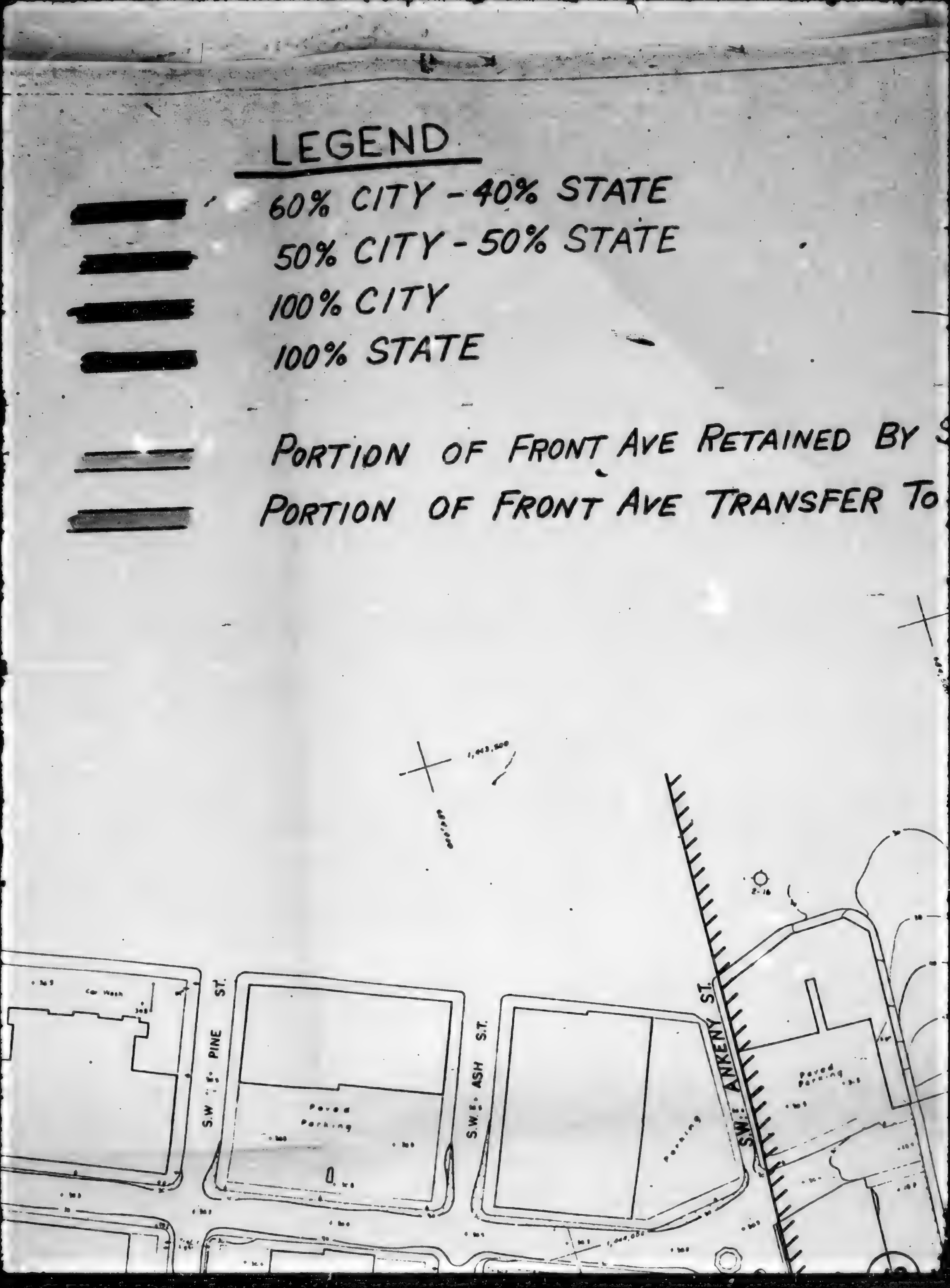
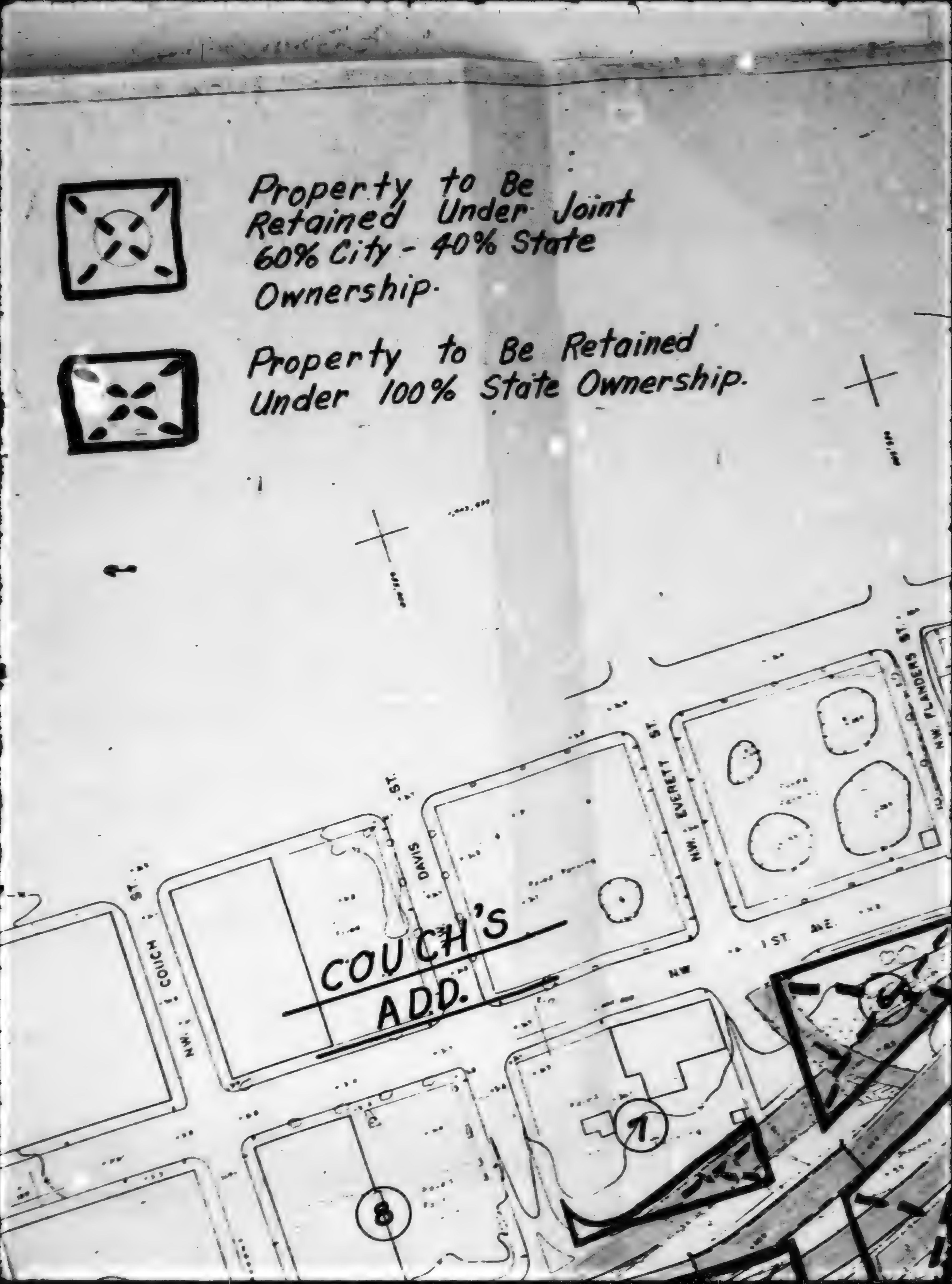
Parking
Paved
Paved
Parking
5
4
3


1,463,000
683,000
683,000
MUB 33
E - 18
Paved
Parking
Paved
Parking
Paved
Parking
S.W. E' STARK ST.
S.W. OAK ST.
Car Wash
39


LEGEND
60% CITY - 40% STATE
50% CITY - 50% STATE
100% CITY
100% STATE
PORTION OF FRONT AVE RETAINED BY S
PORTION OF FRONT AVE TRANSFER TO
Car Wash
S.W. PINE ST.
S.W. ASH ST.
S.W. ANKENY ST.
Paved Parking
Parking
Paved Parking


Property to Be Retained Under Joint 60% City - 40% State Ownership.
Property to Be Retained Under 100% State Ownership.
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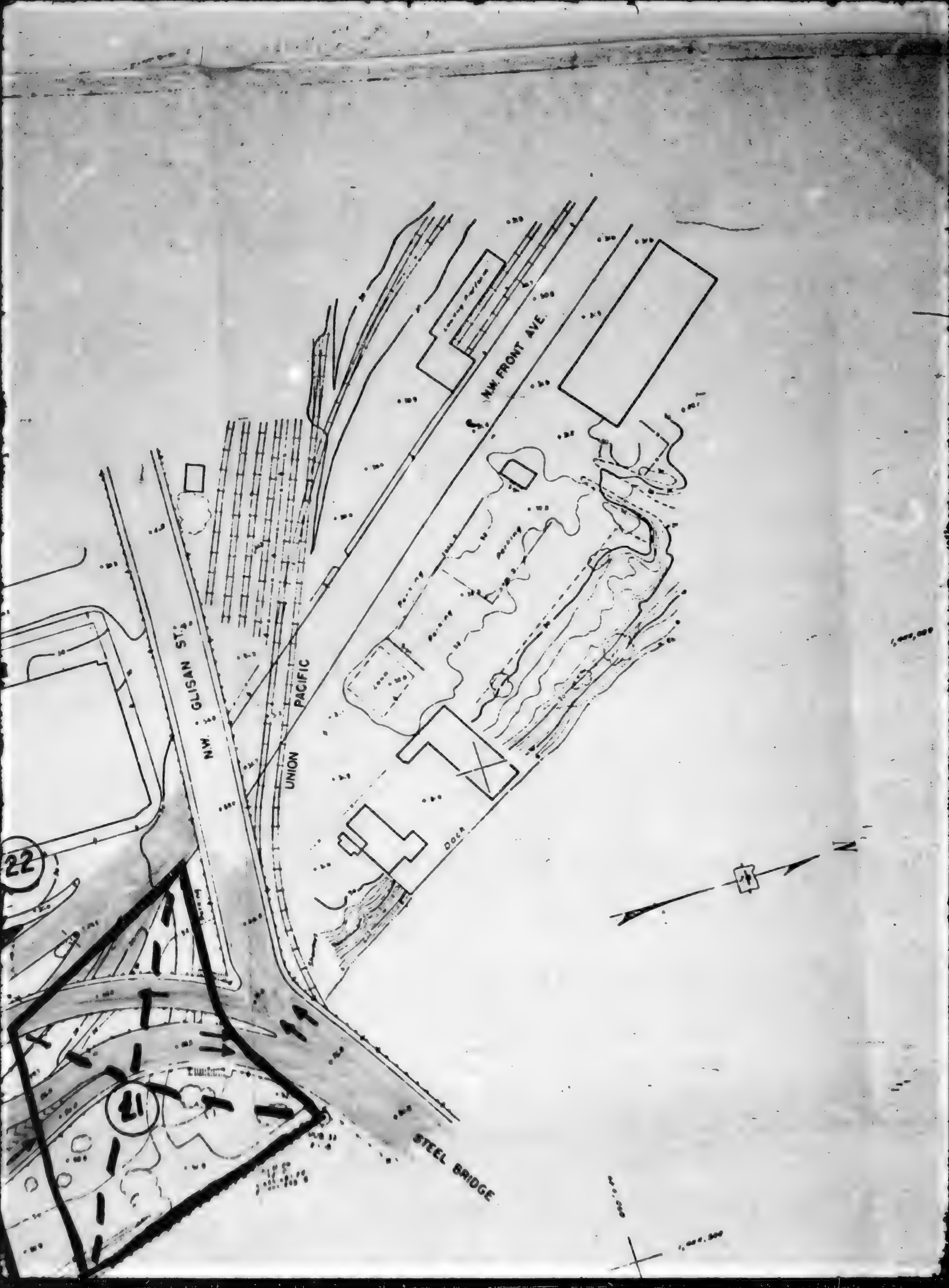
NW. EVERETT ST.
DAVIS ST.
NW. COUCH ST.
NW. 1ST AVE.
COUCH'S ADD.
6
7
8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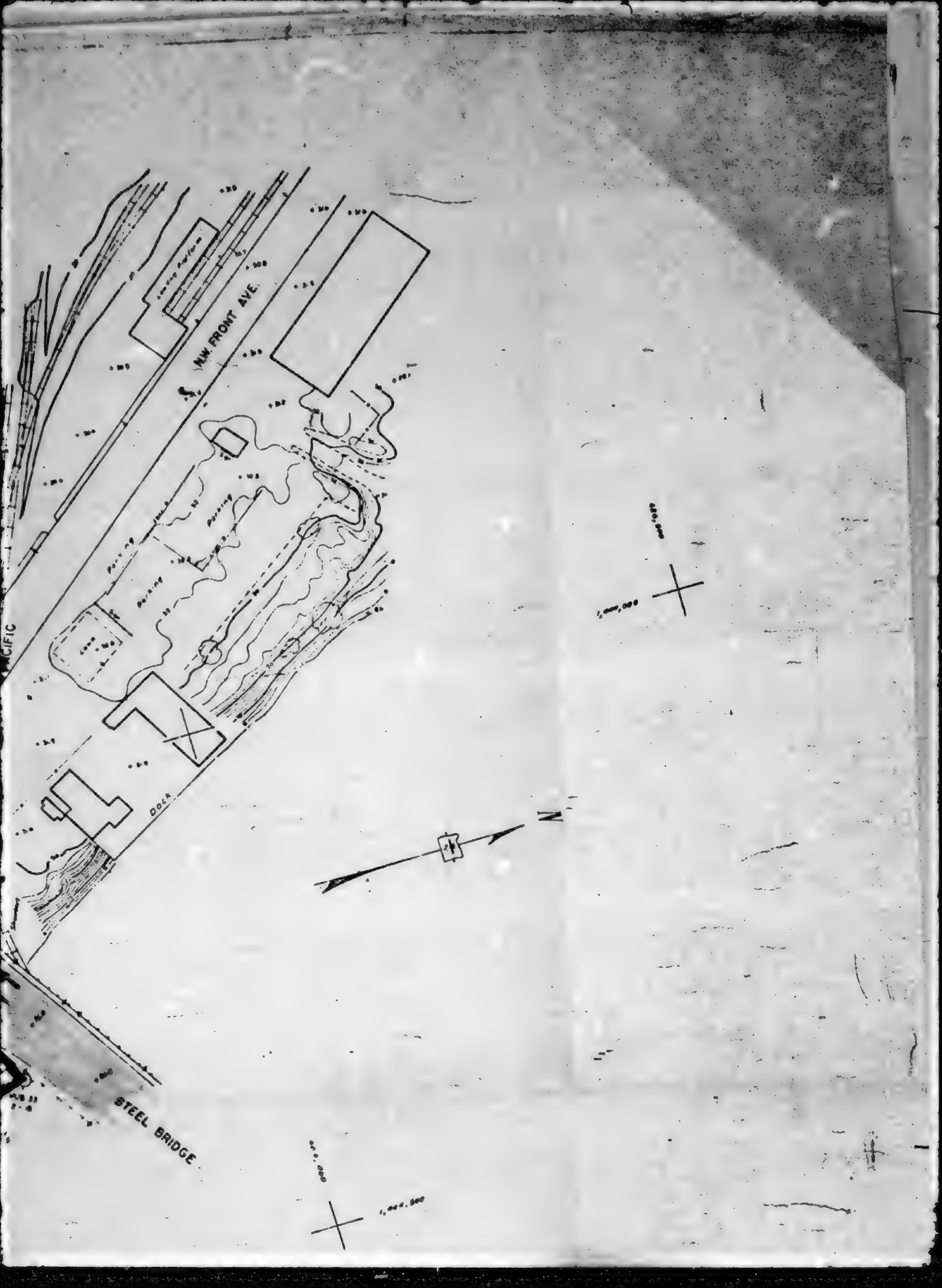
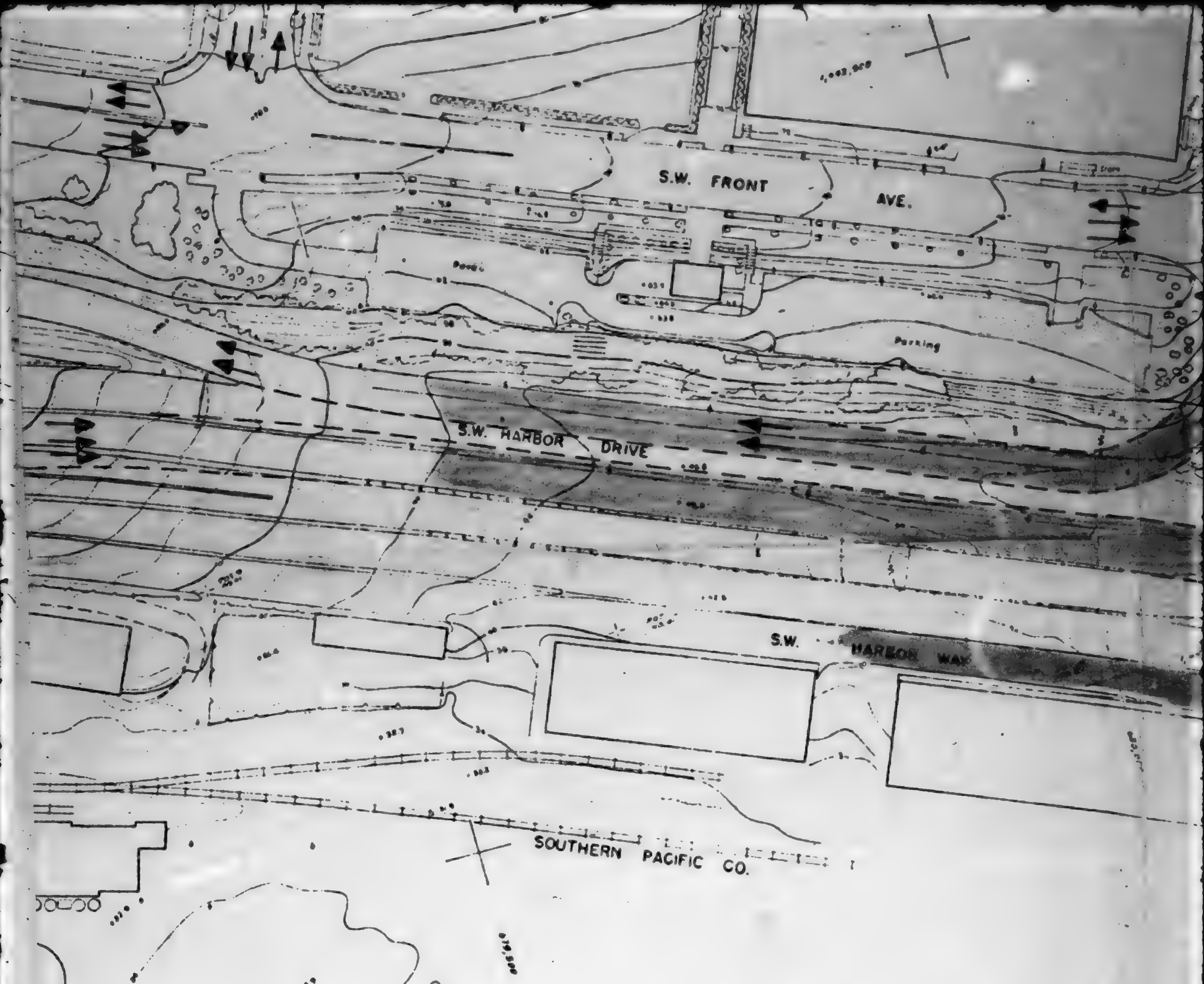
N.W. GLISAN ST.
UNION PACIFIC
DOCK
N
22
21
STEEL BRIDGE


N.W. FRONT AVE.
CIFIC
DOCK
STEEL BRIDGE
N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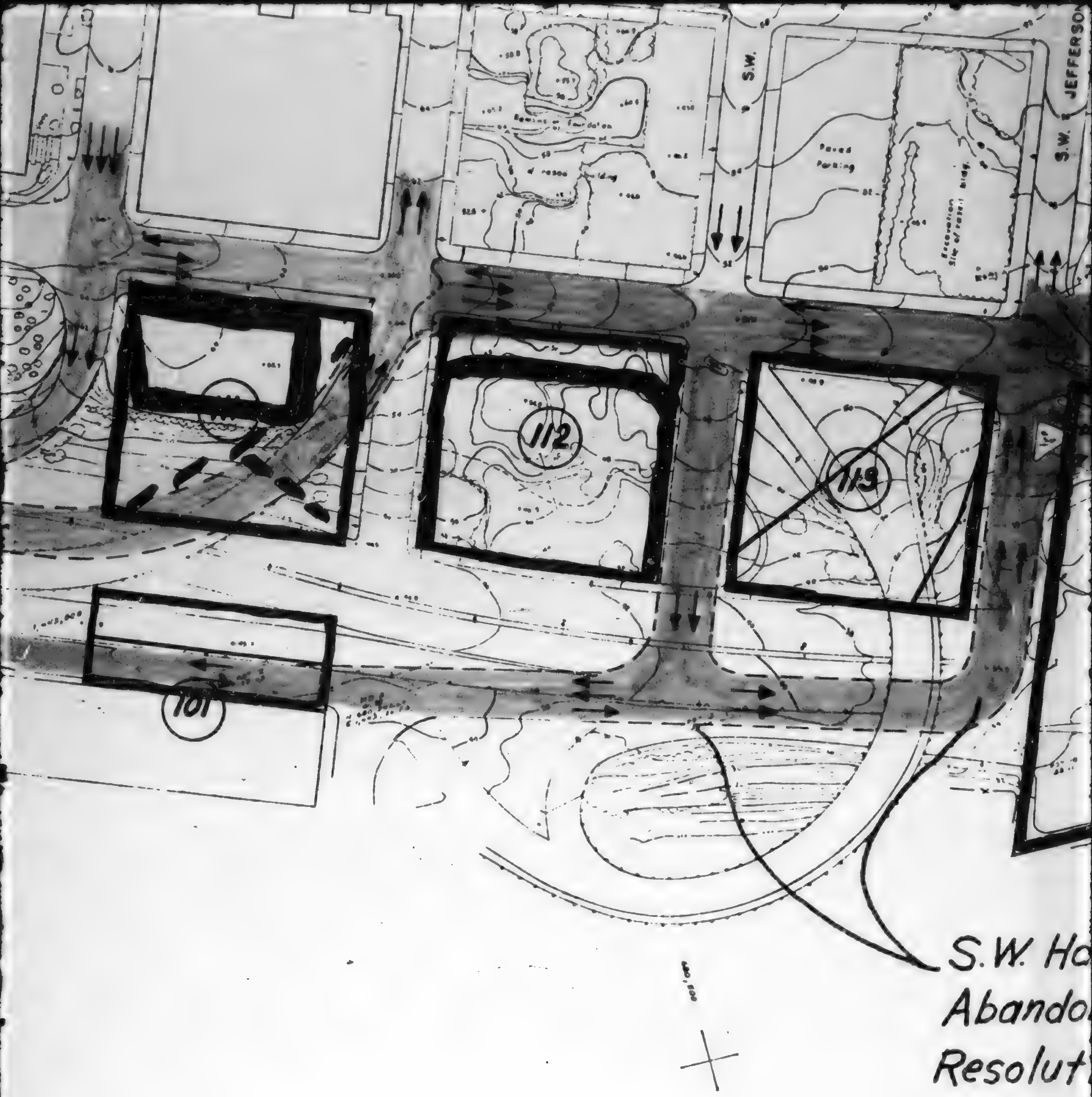
Parking
S.W. HARBOR DRIVE
S.W. HARBOR WAY
SOUTHERN PACIFIC CO.


S.W.
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Paved Parking
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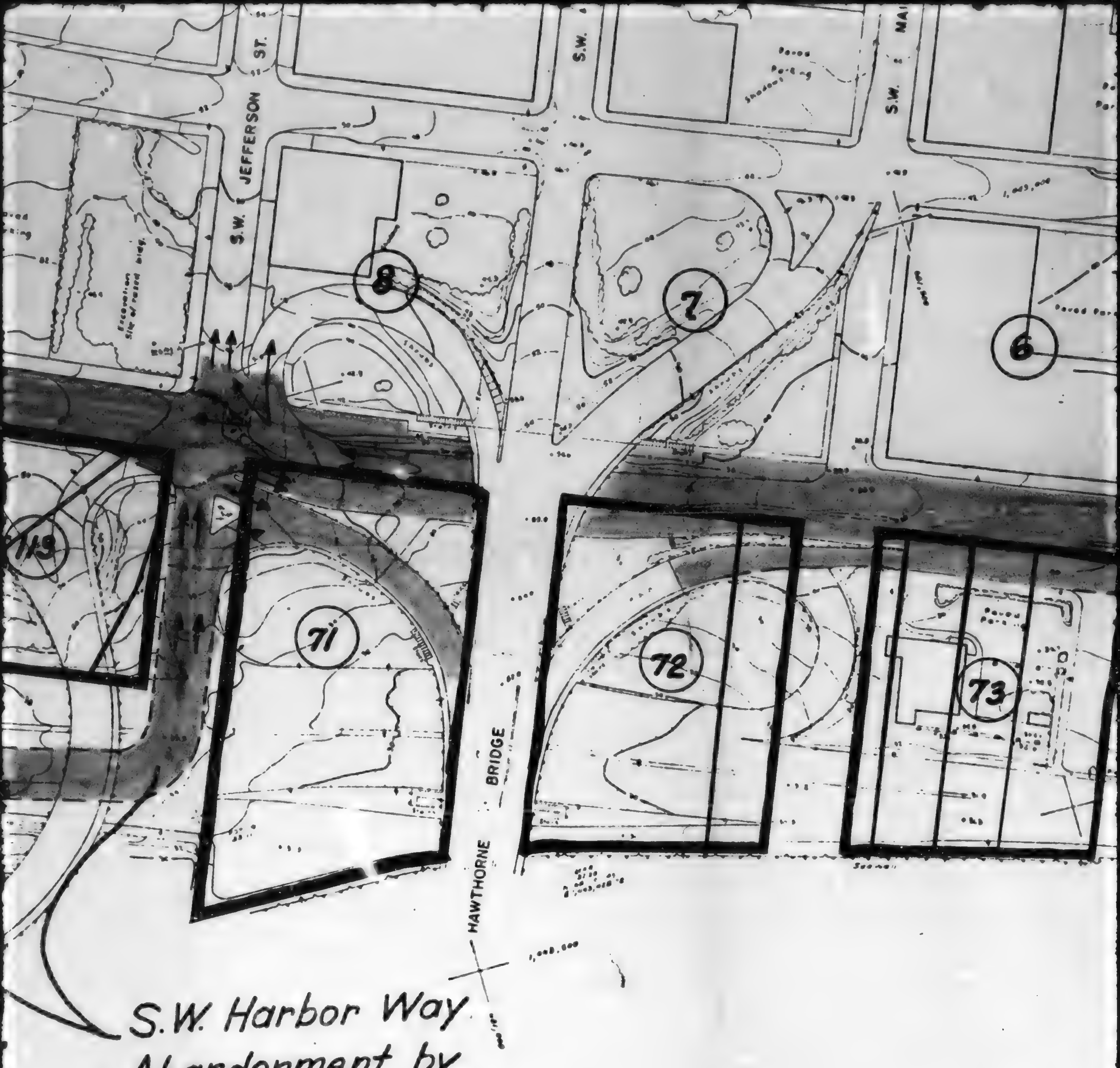
S.W. JEFFERSON ST.
S.W.
S.W.
HAWTHORNE BRIDGE
8
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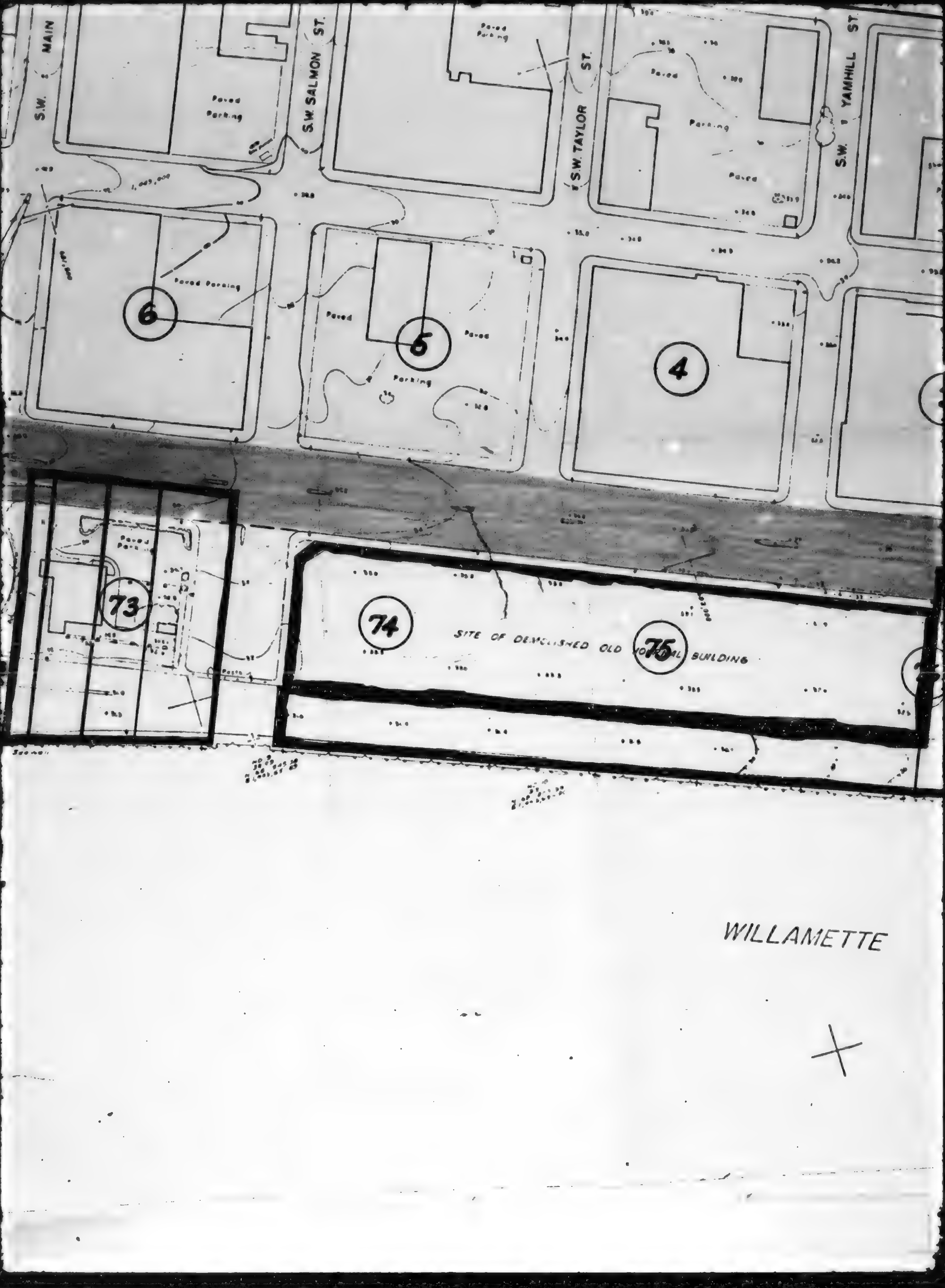
119
71
72
73

S.W. Harbor Way
Abandonment by
Resolution 6/30/75


S.W. MAIN
S.W. SALMON ST.
S.W. TAYLOR ST.
S.W. YAMHILL ST.
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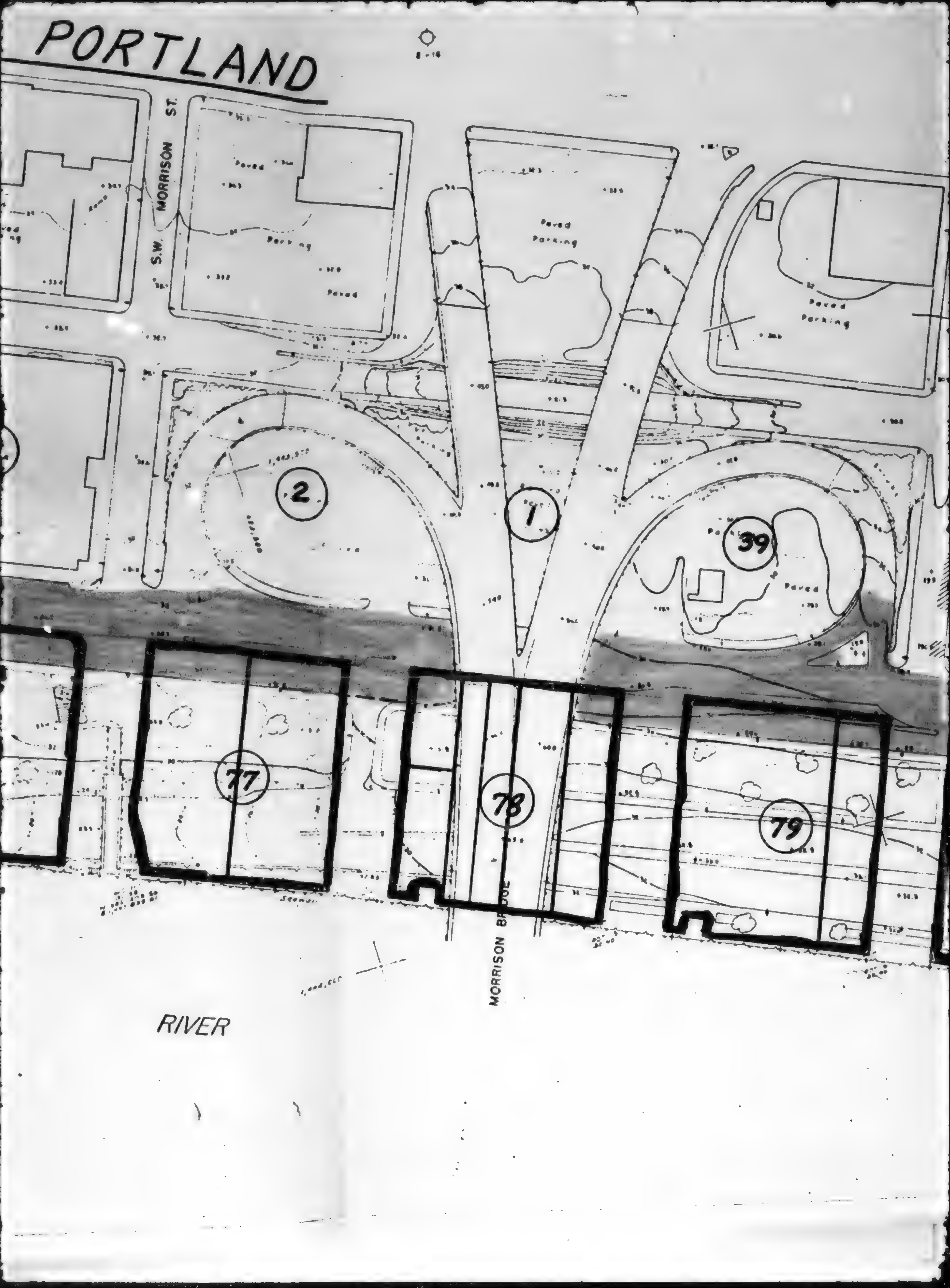
Paved Parking
Paved
Parking
Paved
Paved Parking
6
Paved
5
Paved
Parking
4
Paved Parking
73
74
SITE OF DEMOLISHED OLD JOURNAL BUILDING
75
WILLAMETTE


PORTLAND
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Paved Parking
Paved Parking
Paved
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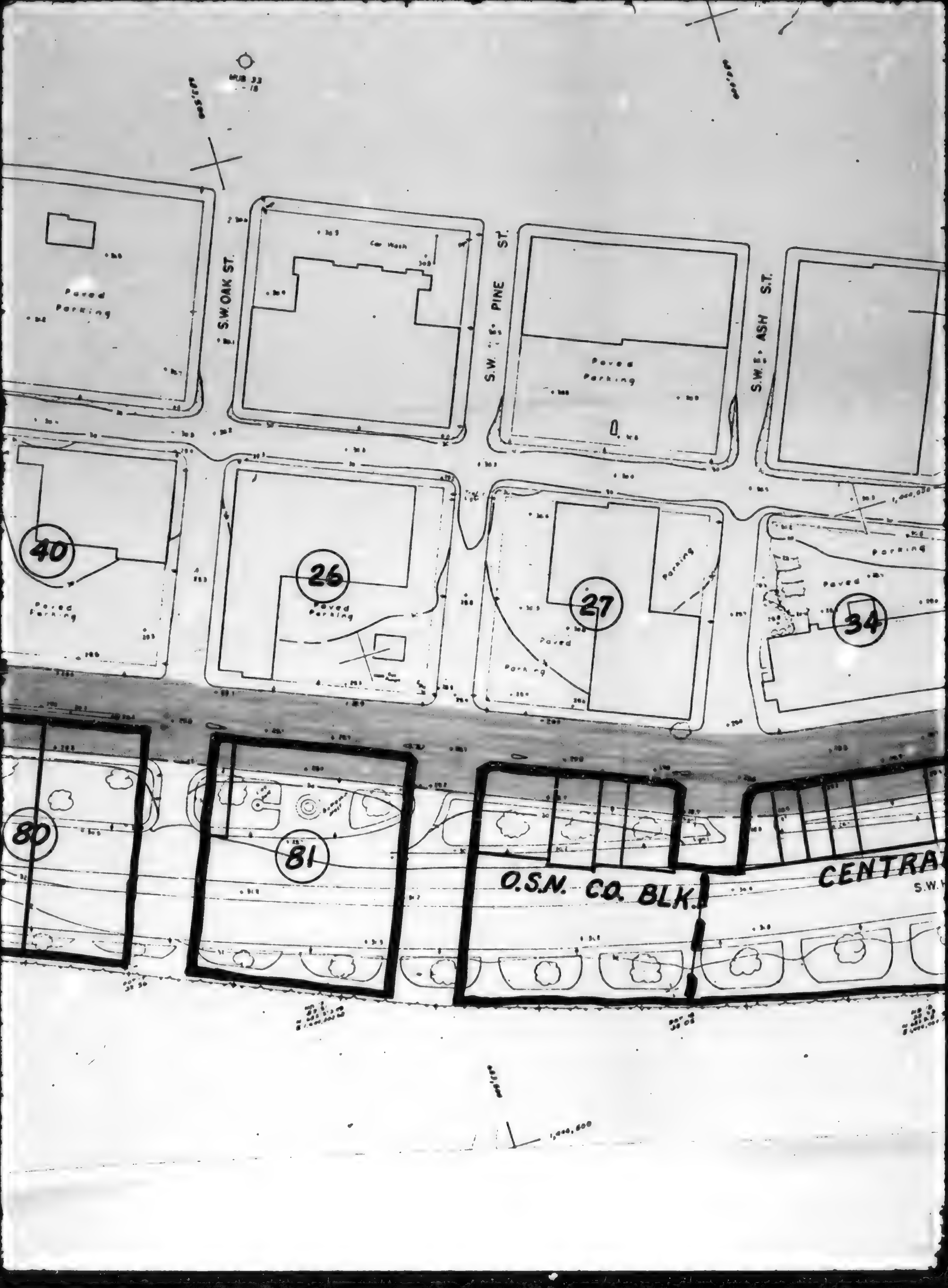
1
39
Paved
77
78
79
MORRISON BRIDGE
RIVER


S.W. OAK ST.
S.W. PINE ST.
S.W. ASH ST.
Car Wash
Paved Parking
Paved Parking
Paved Parking
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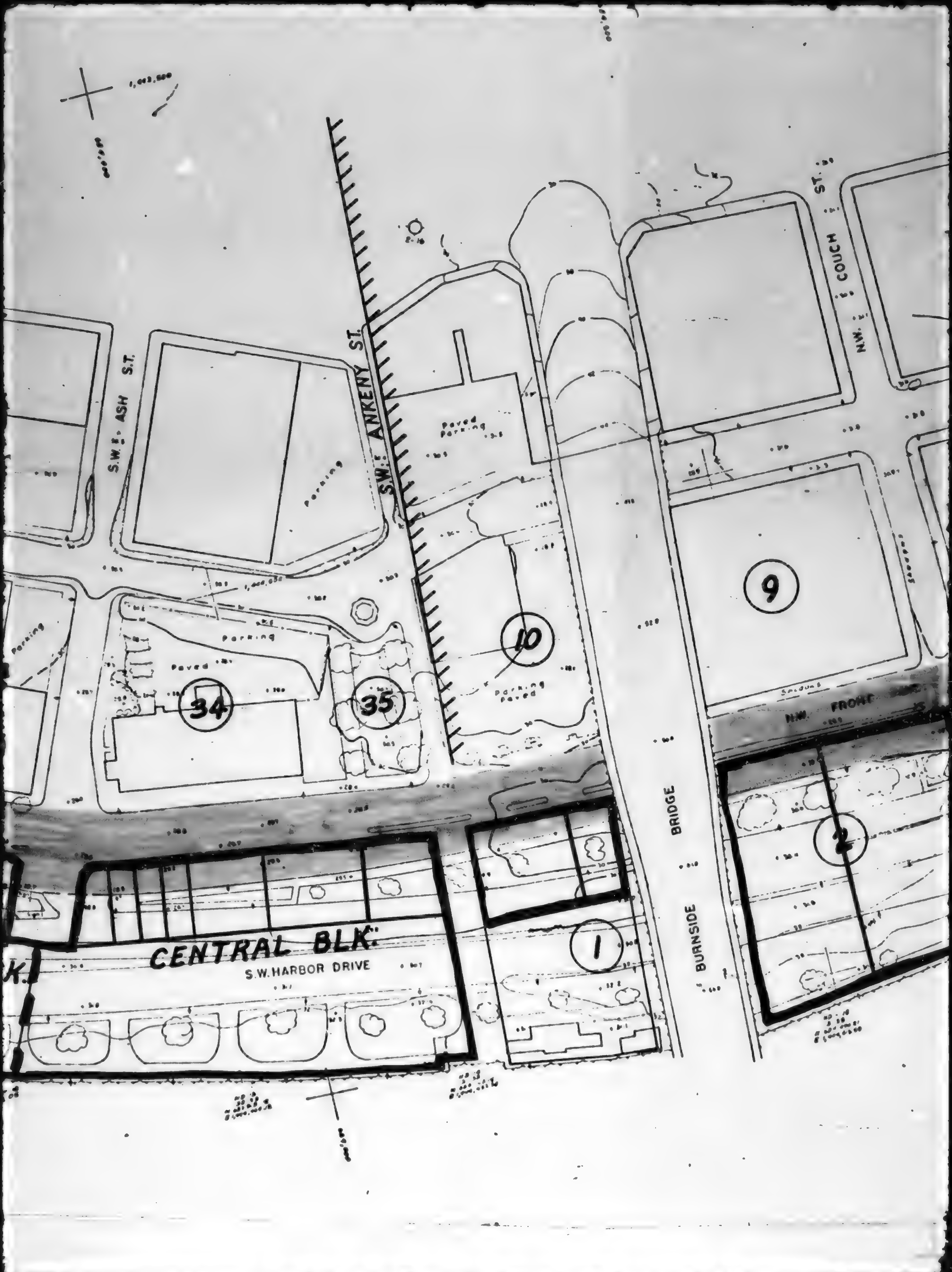
Parking
Parking
40
26
27
34
80
81
O.S.N. CO. BLK.
CENTRA
S.W.


S.W. ASH ST.
S.W. ANKENY ST.
N.W. COUCH ST.
Paved Parking
Parking
Paved
Parking Paved
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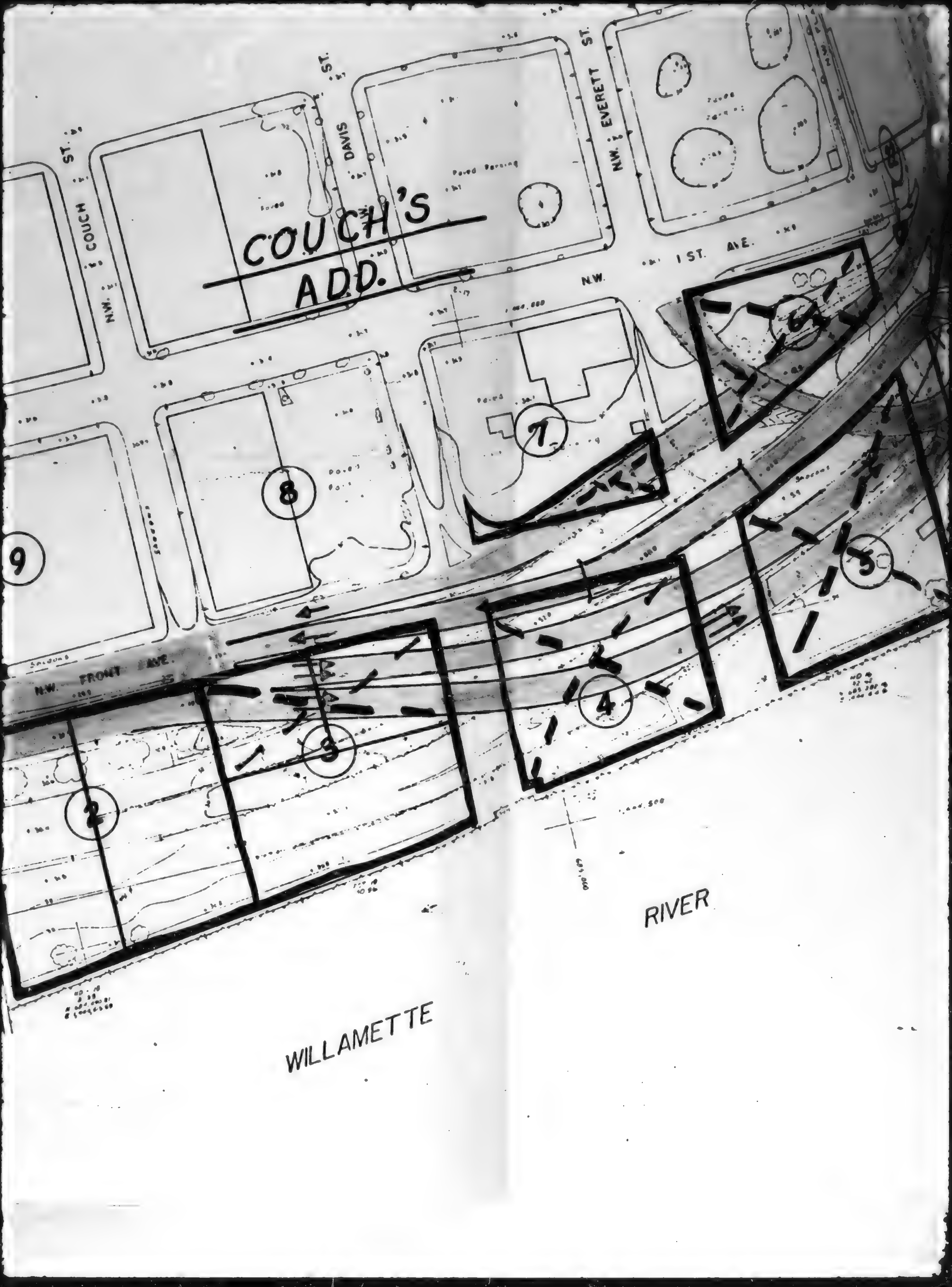
1
2
N.W. FRONT
BURNSIDE BRIDGE
CENTRAL BLK.
S.W. HARBOR DRIVE
K.


COUCH'S ADD.
NW. COUCH ST.
NW. DAVIS ST.
NW. EVERETT ST.
NW. 1ST. AVE.
NW. FRONT AVE.
Paved Parking
9
8
7
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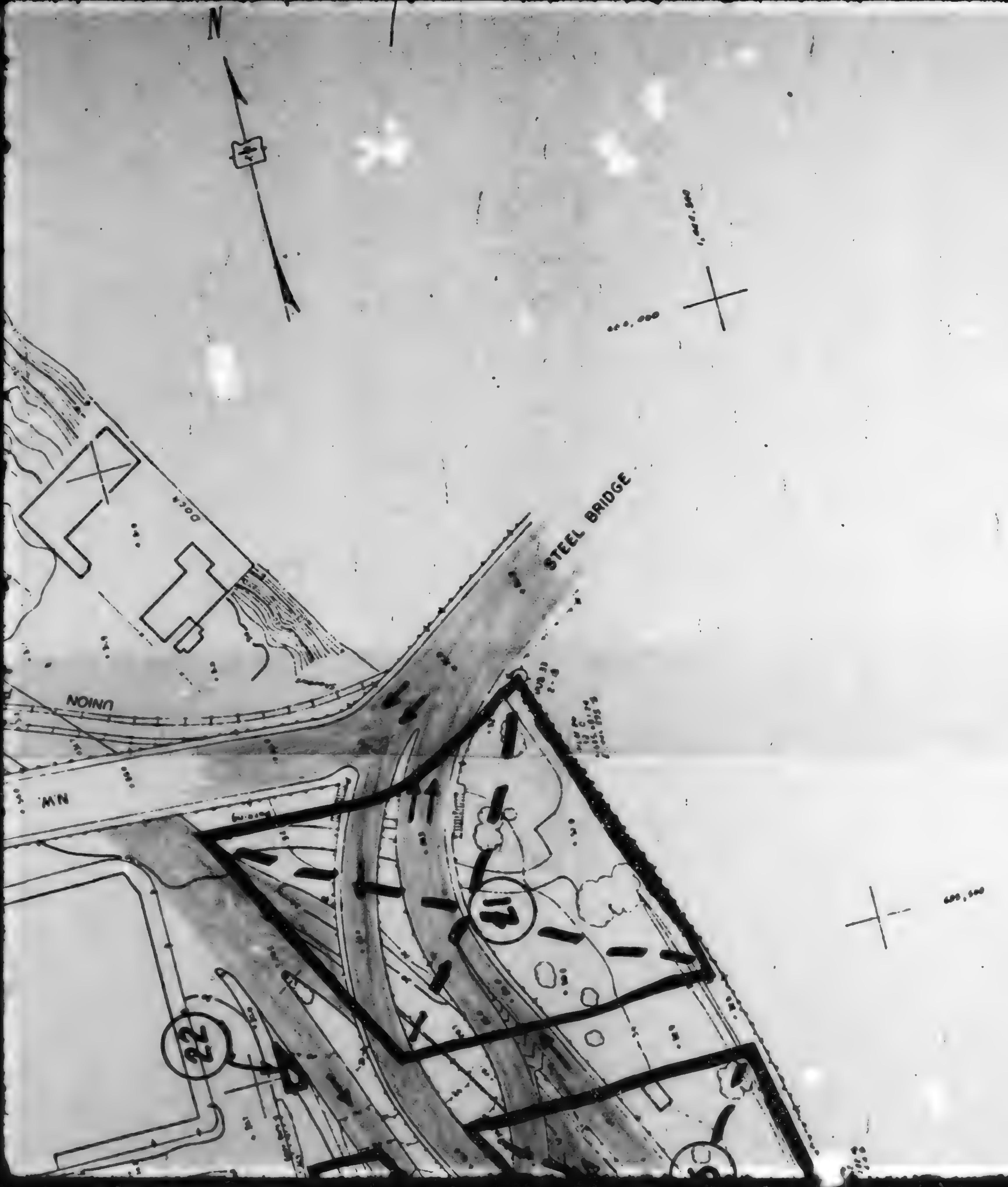
3
2
WILLAMETTE
RIVER


N
STEEL BRIDGE
DOCK
UNION
NW
21
22

DOCK
N
STEEL BRIDGE

9402 L.

RECEIVED
MAR 16 1977
Office of
Assistant State Highway Engineer

DEPARTMENT OF JUSTICE

Memorandum

TO: George M. Hopkins
Local Government Programs Engineer

DATE: March 15, 1977

FROM: Jack L. Sollis
Assistant Attorney General

NOTED
R. L. SCHROEDER

SUBJECT: Property Transfer
Harbor Drive Parkway
City of Portland

I have reviewed the information in your transmittal of March 4, 1977 and would like to offer the following comments regarding the property transfer.

First of all I do not believe an agreement is necessary for this transfer and would suggest that the following procedure be used. As I understand the situation the property is going to be relinquished to the City of Portland. I would therefore suggest that the City of Portland make a formal request to the Oregon Transportation Commission to relinquish the property.

The property will have to be described in three separate parcels. The first description would relate to that parcel in which the City owns an undivided 60 per cent and the State owns an undivided 40 per cent. The second description would describe that property in which the City and State each own a 50 per cent interest. The third description would cover that parcel that is owned 100 per cent by the State. An exhibit map with the properties colored in various colors should be attached to the request. The request should indicate that the City will accept relinquishment of the property, from the State, subject to the following conditions. On parcel one (40% owned by State) the City would agree that 40 per cent of the total square footage of this property would be utilized for purposes set forth in Article 9, Section 3 of the Oregon Constitution as it is now written.

As to parcel 2 I would have to review the agreement with the BOR to determine what conditions they imposed on the land when they authorized the grant for the landscaping of the area. If they imposed a restriction that all of this land be utilized for public park purpose then the City would have to accept the relinquishment of 50 per cent of the property subject to the condition that all of the property be utilized for public park purposes.

As regards the parcel 3 which is owned 100 per cent by State, the restrictions would have to be that the City would accept relinquishment subject to the utilization of the property for the purposes set forth in Article 9, Section 3 of the Oregon Constitution as it is now written.

With the request made to the Transportation Commission based on the above restrictions, the Transportation Commission could approve the relinquishment through the City under the conditions specified above with the proviso that should the conditions be violated that the respective interest of the State conveyed would automatically revert to the State. Thus, the time and effort of preparing an agreement would be eliminated and the City would acquire the land subject to the conditions that would be satisfactory to the State.

If you would like to further discuss this matter, I would be most happy to do so.

cc: F. B. Klaboe R. L. Schroeder J. D. McClure - Metro
H. S. Coulter J. B. Boyd

9402 2.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. Walt Barrie
Chief Counsel

DATE: March 4, 1977

FROM: George N. Hopkins
Local Government Programs Engineer

SUBJECT: Property Transfer
Harbor Drive Parkway
City of Portland

Correspondence and conferences indicate that the State and Portland Development Commission are in general agreement concerning the terms for transfer of State's interest in the Harbor Drive property to the City of Portland for public use.

The transfer would be accomplished by the authority granted in ORS 271.330(1) which requires that the property continue to be used for public purposes. The approximate boundaries are the Steel Bridge on the north, S. W. Clay Street on the south, S. W. Front Avenue on the west, and the Willamette River Harbor Wall on the east.

It should be stipulated that the area representing State's interest (generally 40%) in the property shall be for public use and maintained for park, recreational or open space purposes in perpetuity.

The State wishes to be relieved of any and all responsibility for jurisdiction, control, development, management, or maintenance of the property, and does not wish to retain any responsibility for policing or monitoring the terms of the agreement.

Actual transfer of the property would probably be accomplished through a Deed of Relinquishment.

The attached excerpt from a previous agreement draft recites the history and proposed use of the property.

An appropriate sketch map for use as Exhibit A should be available from the Right-of-way Section.

Please prepare a draft agreement and negotiate through the Portland Development commission legal staff.

GNH/MCH:sch
Attachment
cc: F. B.Klaboe
H. S. Coulter
R. L. Schroeder
J. B. Boyd
J. D. McClure - Metro

NOTED

RECEIVED
977

81-125-1387

9492

77-21 2.

STATE OF OREGON

INTEROFFICE MEMO

TO: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

DATE: February 24, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Land Transfer Waterfront Property
Relinquishment of Front Avenue Maintenance

On February 23, I met with John Lang, Don Bergstrom, Dick Schmidt and Sam Galbreath to discuss relinquishing our maintenance responsibilities and/or abandonment of Front Avenue to the City of Portland, in conjunction with transferring the state's interest in the waterfront properties in the form of a grant of land for park and open space purposes. Transferring our interests in the Front Avenue properties in the form of a land grant appears acceptable to the Portland Development Commission.

It was a consensus at the meeting that the City would accept maintenance responsibilities of Front Avenue. Don Bergstrom pointed out that this section of Front Avenue would cost the city approximately $10,000 per year to maintain. This is based on the cost of striping, street repair and the loss of the State's maintenance share of maintaining the 14 signal installations at $500 per intersection. John Lang indicated that it would be a benefit to the City to have full jurisdictional responsibilities for this section of Front Avenue adjacent to the riverfront park and they are already faced with some maintenance responsibilities along this highway.

The next step is to meet with Mainor Holmes and the Portland Development Commission to work out a preliminary rough draft agreement. Presentation and concurrence by OTC and legal staff. After an acceptable agreement is developed, the Portland Development Commission will make a presentation to the city council on the entire proposal.

JDM/ldo

Attachments

cc Carter
Schroeder

RECEIVED
[illegible] 28 1977

81-125-1387

9402

2.

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

METROPOLITAN SECTION, 5821 N.E. GLISAN, PORTLAND, OREGON 97213

January 24, 1977

Telephone 238-8226

SAM GALBREATH, Program Development Coordinator
Portland Development Commission
1700 Southwest Fourth Avenue
Portland, OR 97201

In reviewing your January 20 memo, I find no reference to the abandonment of the portion of S. W. Front Avenue which is currently under construction. It is my intention to include this as part of the Land Transfer agreement, as we discussed.

Please review this aspect of the Land Transfer with your Commission and City officials.

JAMES D. McCLURE
Project Development Engineer

ldo

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
Walt Barrie
L. W. Rulien

RECEIVED
DOT OPERATIONS
JAN 25 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
F. B. KLABOE

M[illegible] PRO DE
C[illegible]D. - METRO
JAN 21 1977
FILE T/A

PORTLAND DEVELOPMENT COMMISSION

MEMORANDUM

DATE January 20, 1977

TO: Waterfront Park Real Estate File

FROM: SCG

SUBJECT: State Review of Land Transfer Agreement for Waterfront Park

The Oregon State Highway Division Council has completed their review of the Land Transfer Agreement provided them March 11, 1976. They have taken exception to that portion of the Agreement which has the 20 year limitation on the requirement that the property be used for a park or open space. After discussing the the matter with Jim McClure of the State, it is understood that their preference for handling this matter would be to simply transfer interest provisions pretty much as outlined in their previous draft Agreement. They would require that land area, in proportion to their current overall ownership, be required to be maintained in park and open space use in perpetuity.

The State currently has interest in approximately 50% of the land area comprising the park. Effecting the Agreement as they propose, it would simply require that at no time would any less than 50% of the total park area be retained in park and open space use. In the approach that Jim favored, which land is used for what would not be tied down by way of a map or recitation of any specific plan; thus, would allow the City complete flexibility in how they choose to distribute activities in the Park. The City would be in compliance with the terms of the property exchange so long as the majority of the property is retained in the park use which, of course, is the case reflected in the current adopted General Plan.

After discussing this matter with appropriate people at the Commission and City, the State would prepare another Agreement reflecting language which would carry out their intent and return it to us for our review. This would be done, keeping in mind the stipulations which we added in our last draft. They would also have their right-of-way section prepare an accurate property map for the area reflecting ownership distribution which would be the basis for determining the proportion of land to be affected by the Agreement. I have informed the State that it is imperative that this matter be cleared up before we go out to bids for work on the Burnside/Morrison Phase in April.

SCG:hs

cc: Olly Norville

Jim McClure, Oregon State Highway Dept.
Metro Division

no ref. made to transferring
Front Ave in package

9402

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
January 17, 1977

FILE: 26-1304
(410)

FROM: R. N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: Disposition of Harbor Drive right-of-way

TO: MEMO TO THE FILE

The final design approval for the waterfront park between the Burnside and Morrison bridges on the westside of the Willamette River received additional approval during the week of January 10, moving toward some resolution.

The PDC staff advised at the hearing that construction on the $1.1 million project is to begin June 15, and is expected to be completed by May 1978.

With this time frame it is prudent the negotiations to account for the property transfers be expedited.

We will initiate discussions with PDC to review the possible methods for transferring the property as determined by the Legal Section late in 1976, to specifically determine if there are options acceptable to PDC.

With this information in hand, an attempt should be made to present a proposal to the Commission at their February meeting. It may be necessary at that time to present alternatives to the Commission, or to present an acceptable proposal to the administrations of both ODOT and PDC.

ebg

cc: F. B. Klaboe
H. S. Coulter
[redacted]

RECEIVED
JAN 18 1977
Office of
Assistant State Highway Engineer

9402

2.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September ~~8~~ 9, 1976

TO R. L. Schroeder
Assistant State Highway Engineer

JBBoyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Valuation Front Avenue Properties

In accordance with your instructions, I have prepared an estimate of cost on the properties which were the subject of an agreement on the Steel Bridge-Clay Street Section of Front Avenue. We have prepared it on a block by block basis in order that alternatives to the sale of any one parcel can be evaluated. I would assume from the cost as indicated it will be difficult if not impossible for the City of Portland to obtain 50 percent of this value at this time. The percentages vary from place to place, but it is estimated that 50 percent of the value is approximately $7,000,000. The alternatives are fully discussed in a memo written by Mr. Walt Barrie on August 24. I am in agreement with the principles expressed in Mr. Barrie's letter. Please advise any actions that you wish me to take in this matter.

JBB:jk
cc: Walt Barrie

Bob
We own an
undivided 4/10 ownership
in the individual parcels
JB 9/9/76

RECEIVED
SEP 9 1976
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
5821 NE Glisan St., Portland 97213

DATE September 3, 1976

TO Louis C. Grothaus
Metro R/W Supervisor

Robert E Lyons

FROM Robert E. Lyons
Metro Appraiser

SUBJECT Valuation Front Avenue Properties
City of Portland

An estimate of the current market value of the properties shown on the attached map is $16,760,000.

A breakdown of the value is shown as:

Property colored coded blue

21,436 sq. ft. at $12.00/sq. ft. Rd. $ 260,000
(no value placed on pumping station which is estimated at $500,000 including relocation).

Property color coded green

81,600 sq. ft. at $25.00/sq. ft. Rd. $ 2,000,000

Property color coded orange

839,757 sq. ft. (various) Rd. $14,500,000

A further breakdown of the orange coded property by parcel is:

Block	Sq. Ft.	Value/Sq. Ft.	Value
72	56,000	$25.00	$1,400,000
72	48,000	25.00	1,200,000
74,75,76	54,740	25.00	1,368,500

Block	Sq. Ft.	Value/Sq. Ft.	Value
77	40,000	25.00	1,000,000
78	40,000	25.00	1,000,000
79	46,000	25.00	1,150,000
80	48,000	25.00	1,200,000
81	48,600	20.00	972,000
*	151,400	18.00	2,725,000
1	14,500	12.00	174,000
2 & 3	105,800	10.00	1,058,000
4 & 7	44,925	7.00	314,475
5 & 6	66,000	7.00	462,000
22 & 12	75,792	5.00	378,960
Total	$839,757		$14,403,135
		Round to	$14,500,000

*No block number

REL:jb

Attachment

9102

2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
August 25, 1976

FILE: 26-1304
(130)

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Steel Br.-Clay St. Section
Pacific West Hwy.(Front Ave.)
R/W transfer agreement

TO: R. L. SCHROEDER
Ass't. State Highway Engineer

SALEM

The attached letters and agreements/resolutions are copies of our file on this property transfer.

Maps referred to in agreements were not copied as they appeared unnecessary for the present purpose.

The map referred to in Sam Galbreath's letter of March 11, 1976 is not the map sent with R. N. Bothman's letter of April 26, 1973. The map Mr. Bothman sent has not been located; no copy of it has been found in our Metro right-of-way files.

VB/ebg

attachment

NOTED
R. L. SCHROEDER

RECEIVED
AUG 26 1976
Office of
Assistant State Highway Engineer

8-30-76
Original to Kuhn
w/file

9402

2.

DEPARTMENT OF JUSTICE

Memorandum

DATE: August 24, 1976

TO: R. L. Schroeder
Assistant State Highway Engineer

FROM: Walt Barrie
Assistant Attorney General and Chief Counsel

SUBJECT: Proposed agreement to transfer all of state's interest in certain Portland waterfront property to City.

1350-S

I have reviewed the draft agreement with the City of Portland pertaining to the above-entitled matter.

In my opinion the agreement would violate Article IX, Section 3, Oregon Constitution in that the agreement would give up all of the state's ownership to the property in question to the City, without consideration, and with only a 20 year requirement that the property be used for park and open space. After 20 years the City could sell, lease or otherwise use all of this property for any purpose.

As trustee of the Highway Trust Fund DOT must carefully pursue one of its basic objectives, preventing diversion of trust fund monies. In that regard I would suggest that there are constitutional alternatives to the draft agreement, such as:

1. Outright sale to City of Portland at market value.
2. Sale on contract over period of years with interest.
3. Grant of land for park and open space use in perpetuity with reversion if used for other purposes.
4. Joint-ownership agreement for use and maintenance as park and open space.

I am returning the attached agreement to you without any approval for the reason given. If you have any further questions let me know.

WB:sjb

Attachment

cc: J. B. Boyd
Max Klotz

RECEIVED
AUG 24 1976
Office of
Assistant State Highway Engineer

11-15-76
Copies To Bothman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
August 4, 1976

FROM: MAX KLOTZ
Metro Planning Engineer

SUBJECT: Steel Br.-Clay St. Section

TO: R. L. SCHROEDER
Ass't State Highway Engineer

Enclosed is the City of Portland (Portland Development Commission) draft of an agreement to transfer all of the state's interest in property along the waterfront from the Steel Bridge to S.W. Clay Street and between Front Avenue and the river.

This agreement is the current draft of several which began in December, 1973. The responsibility for terms of the agreement has passed through various departments within the city and is presently vested in the Development Commission.

The stipulations agree reasonably well with those drafted by our County-City unit previously with the exception of retention for public use. The City has revised the agreement to permit sale or lease of transferred property with the proceeds to be used for "development and maintenance of the property for park and open space unless otherwise agreed to by State." The County-City draft had stipulated such proceeds were to be divided between the City and the State on the basis of their pro rata share of ownership. Also, the City proposes that after transfer of ownership, retention for public use be limited to a twenty year period, after which they could dispose of or use the property as they so desire. This appears to be in conflict with O.R.S. 271.330, which states that property so transferred be used and continue to be used for a public purpose.

If this draft meets with your approval and is not contrary to O.R.S. 271.330, please forward to the County-City unit for final preparation.

pq

cc F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
L. W. Rulien

NOTED
R. L. SCHROEDER

RECEIVED
AUG 6 1976
Office of
Assistant State Highway Engineer

AGREEMENT

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, as of this ____ day of ________________, 1976, hereinafter referred to as "State", and the CITY OF PORTLAND, a municipal corporation of the State of Oregon, by and through its City Officials, hereinafter referred to as "City";

W I T N E S S E T H :

RECITALS:

WHEREAS, State and City entered into an agreement, dated July 24, 1941, and a supplement thereto, dated September 11, 1944, stipulating the method to be employed in acquiring certain parcels of real property necessary as rightofway for what was known at that time as the "Front Avenue Project", and;

WHEREAS, in accord with the aforementioned agreement, State and City did, in fact, acquire the required parcels of real property, with City having an undivided sixty (60) per cent interest and the State having an undivided forty (40) per cent interest therein, and said properties have been retained in joint ownership, with no change of status, to the present time. There were also purchased in connection with the aforementioned agreement certain parcels of real property with State having sole interest, and said properties have been retained in sole ownership with no change of status, to the present time, and;

WHEREAS, State and City also entered into an agreement, dated May 21, 1968, providing for joint acquisition of the Oregon Journal Building and supplements thereto, dated April 28, 1969 and August 18, 1970, dealing with demolition of the building and landscaping of the area. All actions pertaining to this particular parcel of property were with the understanding that costs were to be shared equally (50-50) between State and City. Certain Federal funds, in the nature of a grant from the Bureau of Outdoor Recreation, were utilized in landscaping of the area. One stipulation of such a grant requires that the property involved shall be retained in public ownership with the public to have free use of the premises without discrimination, and;

WHEREAS, State and City further entered into an agreement, dated November 24, 1971, stipulating that Harbor Drive be closed to through traffic no later than July, 1973, and that the closure occur simultaneously with or as soon as possible after the opening of the Fremont Bridge and development of associated access routes, and;

WHEREAS, State and City entered into yet another agreement, also dated November 24, 1971, employing the services of an architectural firm to supervise and conduct a comprehensive economic, design and planning study and report of the "Harbor Drive Parkway" in the area bounded on the north by the Steel Bridge, on the south by the Hawthorne Bridge, on the west by S. W. Front Avenue, and on the east by the Willamette River, and;

WHEREAS, the above study was completed and resulted in policy and procedural recommendations as a basis for the implementation of a plan for that area described above, that area now known as the Downtown Waterfront Park. Those recommendations were subsequently endorsed by the Portland Development Commission as the basis for their undertaking work on the Park, and by the Portland Planning Commission as being consistent with Downtown Plan Goals and Guidelines, and;

WHEREAS, the Council of the City of Portland did on August 28, 1975 adopt City Council Resolution 31595 which approved policies and procedures to be used as a guide for the detailed design and development of the Downtown Waterfront Park and the basis for future action in undertaking work on the Park, and;

WHEREAS, there is attached hereto, marked Exhibit A, and by this reference made a part hereof a map showing the properties within the Downtown Waterfront Park that are owned wholly by the City, jointly by State and City, and wholly by the State. Those parcels shown outlined in red have the ownership status of 40 per cent State and 60 per cent City, whereas that parcel shown outlined in green is owned by State and City in equal (50-50) shares, whereas those parcels shown outlined in brown are owned wholly by the State, whereas those parcels shown outlined in blue are owned wholly by the city, and;

WHEREAS, in order that the Downtown Waterfront Park may be developed in a manner consistent with the adopted policies and procedures for the Park, State and City now deem it necessary to enter into an agreement pertaining to the management and/or disposition of those certain properties which are owned jointly by State and City, and are owned wholly by the State;

NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. State and City have determined it to be in their interest and in the interest of the public that the properties be used primarily for park and open space under the authority and administration of the City. State, therefor, shall convey all of its interests in the properties to City and City shall hold and use the properties for such purpose for a period of not less than 20 years, except as otherwise provided herein.

2. State and City recognize that certain private uses of the land are compatible and consistent with the primary use of the property for park and open space as described in the adopted policies and procedures for the Downtown Waterfront Park, City may, therefor, lease parcels of the property when it determines that the proposed private uses are consistent with such primary uses and with such policies and procedures. The net proceeds from any lease of the property shall be used by the City solely for the development or maintenance of the property for park and open space unless otherwise agreed to by State.

3. It is understood that development in accord with the adopted policies and procedures will be consistent in regard to conditions of the Federal grant received from the Bureau of Outdoor Recreation for temporary landscaping of the Oregon Journal Building site.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

APPROVED:

____
Assistant State Highway Engineer

APPROVED AS TO FORM:

____
Assistant Attorney General
& Counsel

CITY OF PORTLAND, by and through
its City Officials

By______________________________
Mayor

By______________________________
Commissioner of Public Affairs

(March 8, 1976)

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

APPROVED:	CITY OF PORTLAND, by and through its City Officials
______________________________ Assistant State Highway Engineer	By______________________________ Mayor
APPROVED AS TO FORM:	
______________________________ Assistant Attorney General & Counsel	By______________________________ Commissioner of Public Affairs

(March 8, 1976)

9402 2

1859

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 23, 1976

Telephone 238-8226

W. F. BROWN
2416 Northeast 18th Avenue
Portland, OR 97212

I am responding to your letter directed to Robert Burco, Director, Oregon Department of Transportation, concerning the present improvement scheduled for Southwest Front Avenue.

The improvements planned are part of the Portland Development Commission's program with the city of Portland for waterfront improvement. Through the process of accepting the plans for the waterfront area, the development of Front Avenue has been discussed and addressed in public meetings.

The state of Oregon is responding to the city in the development and construction of Front Avenue, consistent with the short and long-range planning for the waterfront area.

An evaluation has been made by the Department of the traffic, both current and projected. The project will handle the projected traffic on Front Avenue.

Front Avenue is currently a four-lane facility at the Hawthorne Bridge for the through traffic. The project proposed will actually improve the traffic handling characteristics by removing the ramp from the Hawthorne Bridge and the congestion caused by it.

The project consists of four lanes plus left-turn lanes for all turns into the city. The role of the Oregon Department of Transportation is to assure that the transportation system for the state is a well designed one. We are striving to accomplish that effort.

Robert N Bothman

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: R. A. Burco
F. B. Klaboe
H. S. Coulter
E. L. Hardt

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 26 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 19,1976.

PR1 PR2 DE
TRC
FILE

Department of Transportation,
Salem,Oregon. 97310.

Subject: S.W. Front Avenue in Portland Oregon.

Attention: Mr. Robert Burco

This letter asks that the State of Oregon should reject the plan of Portland's Mayor, to reduce the present six lanes on SW Front Aveneue to just four lanes.

The loss of two lanes will slow down traffic for all vehicles and increase the cost of commercial trucking, thus increasing prices on commodities hauled.

The Oregon Department of Transportation should engage in improving highways and traffic arteries, rather than be a party to a plan to harm our transportation system.

To my knowledge, no public hearing has been held on this subject, and such a hearing or referendum would be a proper expression from the public.

DE RE RME RCE FAE
RECEIVED
TE RSM
UE JUL 22 1976 RSC
SO REGION I RBI
ENV LOC

Yours very truly,

W. F. Brown

W. F. Brown

2416 N.E. 18th Ave.,
Portland,Ore.97212

RECEIVED
DOT OPERATIONS
JUL 21 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
STATE HWY ENGR
JUL 21 '76
REFER TO
Haait
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
JUL 20 1976
OFFICE
DIRECTOR of TRANSPORTATION

9402

2.

ROBERT W. STRAUB
GOVERNOR

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Telephone 238-8226

July 19, 1976

JOHN KENWARD
Portland Development Commission
1700 Southwest Fourth Avenue
Portland, OR 97201

At your request, we reviewed your traffic circulation proposals for the planned waterfront hotel on Southwest Front Avenue between Southwest Columbia Street and Southwest Clay Street.

As you know, there is heavy traffic on this section of Front Avenue, particularly during rush hours. After careful consideration, including discussions with the city traffic engineers, we have concluded that a mid-block, left turn is not advisable for these following reasons:

1. It would be detrimental to rush-hour traffic flow
2. It would be hazardous
3. It would be difficult to use

The root of the circulation problem is the proposed driveways on Front Avenue. It is recommended that consideration be given to their elimination , and auto access developed on First Avenue. This could be done by using a northbound drive-through lane on private property with an entry off Clay Street. This would provide complete circulation around the hotel site.

A second solution would be to allow only southbound Front Avenue access into the hotel with egress out to Clay Street.

A third solution is to accept the existing circulation using Clay, Columbia, First, Second, Harbor Way, etc., which is a standard one-way circulation plan.

The proposed driveways could be used providing access is restricted to right turns in, and right turns out, only.

I suggest you consider a re-design which will provide more efficient and safe auto access.

The truck loading facilities on Southwest Clay Street are satisfactory but should be of a depth to accommodate one-unit delivery vehicles, probably no less than thirty-five feet in depth. Under no condition should the sidewalk be blocked.

NOTED
F. B. KLABOE

If there are any questions concerning these proposals, please feel free to contact me.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: [redacted]
H. S. Coulter
E. L. Hardt
D. E. Bergstrom

RECEIVED
DOT OPERATIONS
JUL 20 '76
REFER TO
FOR
Info Invest R/D D/R Sign Act File

1981 W. Burnside St. @ SW Tich- 9403
ner Dr. Sec. of Burnside St. in Ptld.
(Grading, pav., barriers & struc.)

C+A 7275 10/9/80, 8/4/81

1403

J

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-15 & 17	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 6	6-2-88	Project Number IX-9326(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 11, 19 82, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 577,376	$ 577,376	
Federal funds	$ -0-	$ 3,018	(177)
	117,403.66	114,385.66	(580)
Other revisions	373,363.36	373,363.36	(772)

This modification is made for the following reasons: To deobligate Appn Code 580 funds, and obligate Appn Code 177 funds in like amounts.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2ND day of JUN, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunor
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 13, 1988

Federal-Aid Project No. IX-9326(8)

W. Burnside St. @ S.W. Tichner Dr. (Portland) Section
City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "Base Line" 2+73 thru Eq. 5+24.4 Bk. = Sta. "SC" 0+63.14 to "SC" 3+80.44)

Total as on estimate of 2-5-88 including Engineering	$ 577,376.00
Length of Project	0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Channel	772	$ 439,254.60	$ 373,363.34	$ 65,891.30
Channel	580	134,571.36	114,385.66	20,185.70
Channel	177	3,550.00	3,018.00	532.00
Total		$ 577,376.00	$ 490,767.00	$ 86,609.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Contract No. 9403
Prefix: C726-1917
Prefix: C426-1033
Prefix: C326-1048

RLC:bkw

C

9403

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-37		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 5		Project Number IX-9326(8)

2-11-88

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 11, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 573,826.00	$ 577,376.00
Federal funds	$ 114,385.66 373,363.36	$ 117,403.66 (580) 373,363.36 (772)
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of FEB, 19 '88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

XXXFor: Donald R. Adams

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 5, 1988

Federal-Aid Project No. IX-9326(8)

W. Burnside St. @ S.W. Tichner Dr. (Portland) Section
City Streets
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "BASE LINE" 2+73 thru EQ 5+24.40BK = Sta. "SC" 0+63.14 to "SC" 3+80.44)

Subtotal as on Estimate of January 18, 1987	$511,803.63
Engineering	65,572.37
Total	$577,376.00

Length of Roadway ------------------- 0.00 miles

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Channelization	772	$439,254.64	$373,363.34	$65,891.30
Channelization	580	138,121.36	117,403.66	20,717.70
Total		$577,376.00	$490,767.00	$86,609.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. 9403
Prefix: C726-1917
C426-1033
C326-1048

DDB:me

9403

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9 143 ~ 144

PROJECT REPORT NUMBER

MODIFICATION NUMBER 4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-20-84

Form Approved; O M B No. 04-R2089

State OREGON

County MULTNOMAH

Project Number IX-9326(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 11, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 573,826.00	$ 573,826.00
	293,094.00(772)	373,366.34 (772) 373,363.34
Federal funds	$ 194,655.00(580)	$ 114,385.66 (580)
Other revisions		

This modification is made for the following reasons: To reflect change in funding, decrease in 580 funds and increase in 772 funds in a like amount, to prevent lapse of funds in 772 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of September, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 18, 1984

FEDERAL AID PROJECT NO. IX-9326(8)

W. BURNSIDE ST. @ S.W. TICHNER DR. (PORTLAND) SECTION
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (Sta. "BASE LINE" 2+73 through EQ 5+24.4 BK =
Sta. "SC" 0+63.14 to Sta. "SC" 3+80.44)

TOTAL same as on Estimate of June 18, 1984 $573,826.00

Length of Roadway ------------------ 0.0 mi.

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Channelization	772	$439,254.64	373,363.34 $373,366.34	$65,888.30
Channelization	580	134,571.36	114,385.66	20,185.70
TOTAL		$573,826.00	$487,752.00 487,749.00	$86,074.00

Group 1:
Contract No. 9403
Prefix: 726-1917
Prefix: 426-1033
326-1048

WH:pf

9403

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
7-26

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-6-84

Form Approved; O M B No. 04-R2089

State

County
Multnomah

Project Number
IX-9326(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 11, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 548,000	$ 573,826
	293,094 (772)	293,094 (772)
Federal funds	$ 172,703 (580)	$ 194,655 (580)
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering costs

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

XXFor: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 18, 1984

FEDERAL AID PROJECT NO. IX-9326(8)

W. BURNSIDE ST. @ S.W. TICHNER DR. (PORTLAND) SECTION
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION (STA. "BASE LINE" 2+73 THROUGH EQ 5+24.4 BK=
STA. "SC" 0+63.14 TO STA. "SC" 3+80.44)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
8-Inch Sewer Pipe	$ 25.00	42	$ 1,050.00	51	$ 1,275.00
Extra for Pipe Under Pavement	26.00	98	2,548.00	108	2,808.00
Concrete Inlets, Type P	600.00	6	3,600.00	7	4,200.00
Concrete Barrier	22.00	328	7,216.00	343	7,546.00
Additional Clearing and Grubbing (P.A. #2)	312.50	---	---	All Required	312.50
Crane Mobilization (P.A. #7)	3,000.00	---	---	All Required	3,000.00
Fence and Gate (P.A. #8)	3,484.82	---	---	All Required	3,484.82
Rewire Service Drop (P.A. #11)	200.00	---	---	All Required	200.00
Wire Mesh (P.A. #12)	10,912.50	---	---	All Required	10,912.50
Class "C" A.C. (P.A. #13)	20.00	---	---	51.02	1,020.40
Flush and Sweep Mud (SFO #4)	---	---	---	---	292.00
Install and Remove Barricades (SFO #5)	---	---	---	---	1,002.41
		Subtotals	$14,414.00	---	$ 36,053.63

Increase	$ 21,639.63
Subtotal from Project Estimate revised on August 9, 1983	490,164.00
Subtotal	$ 511,803.63
Engineering	62,022.37
Total	$ 573,826.00

Length of Roadway 0.0 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Channelization	772	$ 344,820.00	$ 293,094.00	$ 51,726.00
Channelization	580	229,006.00	194,655.00	34,351.00
Total		$ 573,826.00	$ 487,749.00	$ 86,077.00

Group 1
Contract No. 9403
Prefix: 726-1917
Prefix: 426-1033
WH:bkb 326-1648

9403

STATE COPY 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-68	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER	8-19-83	Project Number IX-9326(8)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 11, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 523,110.00	$ 548,000.00
Federal funds	293,094.00 772 $ 151,546.00 580	293,094.00 772 $ 172,703.00 580
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry G. Potter

Manager, Program Section
(Title)

XRX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 9, 1983

Federal-Aid Project No. IX-9326(8)

W. Burnside St. @ S.W. Tichner Dr. (Portland) Section
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "Base Line" 2+73 thru Eq. 5+24.4 bk=
Sta. "SC" 0+63.14 to Sta. "SC" 3+80.44)

Subtotal of previous estimate of June 24, 1982 $ 471,275.00

Previous Estimate

Bituminous Base	875 Ton	20.00	$ 17,500.00
1 1/2"-0 Aggregate Base	525 Cu. Yd.	16.00	8,400.00
Class "C" Asph. Conc.	420 Ton	20.00	8,400.00
10-inch Sewer Pipe	178 Lin. Ft.	35.00	6,230.00
Conc. Curbs & Walks	205 Cu. Yd.	200.00	41,000.00
			$ 81,530.00

Revised Estimate

Bituminous Base	942 Ton	20.00	$ 18,840.00
1 1/2"-0 Aggregate Base	633 Cu. Yd.	16.00	10,120.00
Class "C" Asph. Conc.	586 Ton	20.00	11,720.00
10-inch Sewer Pipe	224 Lin. Ft.	35.00	7,840.00
Conc. Curbs & Walks	229 Cu. Yd.	200.00	45,800.00
Conc. Fill (P.A. #9)	All Required		1,634.00
Landscaping around Sanding Pile (P.A. #10)	All Required		4,465.00
			$ 100,419.00
		Increase	$ 18,889.00
		Subtotal	490,164.00
		Engineering	57,836.00
		Total	$ 548,000.00

Length of Roadway 0.0 mile

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Channelization	772	$ 344,820.00	$ 293,094.00	$ 51,726.00
Channelization	580	203,180.00	172,703.00	30,477.00
Total		$ 548,000.00	$ 465,797.00	$ 82,203.00

Group 1	100%
Contract No.	9403
Prefix:	726-1917
Prefix:	326-1048
Prefix:	426-1033

94103

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 7-83		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7/6/82	Project Number IX-9326(8)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on January 11 , 19 82 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 344,820 (772)	344,820 (772) $ 178,290 (580)
Federal funds	$ 293,094 (772)	293,094 (772) $ 151,546 (580)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of July , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 24, 1982

Federal-Aid Project
No. IX-9326(8)

W. Burnside St. @ S.W. Tichner Dr. (Portland) Section
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "Base Line" 2+73 thru Eq. 5+24.4 bk=
Sta. "SC" 0+63.14 to Sta. "SC" 3+80.44)

Subtotal of previous estimate of December 14, 1981 $ 285,144.00

Previous Estimate

General Excavation	1,450 Cu. Yd.	4.00	$ 5,800.00
Relocate Rubble Material	3,650 Cu. Yd.	4.00	14,600.00
			$ 20,400.00

Revised Estimate

General Excavation	2,950 Cu. Yd.	4.00	$ 11,800.00
Relocate Rubble Material	4,790 Cu. Yd.	4.00	19,160.00
Slide Removal (E.W.O. #1)		All Required	45,000.00
Install Illumination (S.F.O. #2)		All Required	2,500.00
De-electrify Lines (S.F.O. #3)		All Required	2,400.00
Additional Retaining Wall (P.A. #6)		All Required	18,046.00
Bk Fill Behind Retaining Wall (P.A. #7)		All Required	107,625.00
			$ 206,531.00

Increase	$ 186,131.00
SUBTOTAL	$ 471,275.00
Engineering	51,835.00
TOTAL	$ 523,110.00

Length of Roadway ---------------- 0.0 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	City Funds
Channelization	772	$344,820.00	$293,094.00	$51,726.00
Channelization	580	178,290.00	151,546.00	26,744.00
TOTAL		$523,110.00	$444,640.00	$78,470.00

Group 1	100%
Contract No.	9403
Prefix:	726-1917
Prefix:	326-1048

9403

STATE COPY OMB No. 04-R2089

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TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-94	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 1/11/82	State Oregon County Multnomah Project No. IX-9326(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Burnside St.-Tichner Dr.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-18-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 344,820.00	$ 293,094.00 Code 772

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 1-11-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 14, 1981

Federal Aid Project
No. IX-9326(8)

W. Burnside St. at S.W. Tichner Dr., Portland
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. "Base Line" 2+73 thru EQ. 5+24.24 bk= Sta. "SC" 0+6314 to Sta. "SC" 3+80.44)

Mobilization		All Required	$ 26,000.00
Temporary Protection and Direction of Traffic		All Required	8,000.00
Temporary Signs	170 Sq. Ft.	10.00	1,700.00
Temporary Barricades	14 Each	100.00	1,400.00
Flagmen	400 Hours	20.00	8,000.00
Clearing and Grubbing		All Required	2,500.00
Removal of Structures and Obstructions		All Required	3,800.00
General Excavation	1,450 Cu. Yd.	4.00	5,800.00
Relocate Rubble Material	3,650 Cu. Yd.	4.00	14,600.00
Relocate Sanding Material		All Required	5,000.00
Bituminous Base	875 Ton	20.00	17,500.00
1 1/2"-0 Aggregate Base	525 Cu. Yd.	16.00	8,400.00
Class "B" Asphalt Concrete	300 Ton	20.00	6,000.00
Class "C" Asphalt Concrete	420 Ton	20.00	8,400.00
Concrete Retaining Wall "B"		All Required	26,000.00
Concrete Retaining Wall "T"		All Required	29,000.00
Concrete Retaining Wall "BT"		All Required	3,500.00
Landing Backboard		All Required	3,000.00
Pedestrian Handrail	1,000 Lin. Ft.	25.00	25,000.00
8-inch Sewer Pipe	42 Lin. Ft.	25.00	1,050.00
10-inch Sewer Pipe	178 Lin. Ft.	35.00	6,230.00
Extra for Pipe Under Pavement	98 Lin. Ft.	26.00	2,548.00
Concrete Inlets Type P	6 Each	600.00	3,600.00
Concrete Inlets, Type G-2	4 Each	600.00	2,400.00
Concrete Inlets, Type D	4 Each	600.00	2,400.00

Concrete Curbs, Walks and Stairs	205 Cu. Yd.	200.00	41,000.00
Concrete Barrier	328 Lin. Ft.	22.00	7,216.00
Salvage and Reinstall Guard Rail	60 Lin. Ft.	20.00	1,200.00
Salvage and Reinstall Fence		All Required	1,000.00
Adjusting Manholes	1 Each	400.00	400.00
Flashing Beacon Installation, Complete		All Required	7,500.00
Roadside Seeding and Mulching		All Required	1,000.00
Furnish and Planting Shrubs		All Required	2,500.00
			$283,644.00

Anticipated Items

Permanent Pavement Striping and Signing	All Required	$ 1,500.00
	SUBTOTAL	$285,144.00
	Engineering	38,496.00
	TOTAL	$323,640.00

Length of Roadway ------------- 0.00 mi.

Work Retained in Program Status

Illumination	All Required	$ 2,500.00
Work by Portland Water Bureau	All Required	2,500.00
		$ 5,000.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Channelization	$323,640.00	$275,094.00	$48,546.00
Reserve	21,180.00	18,000.00	3,180.00
TOTAL	$344,820.00	$293,094.00	$51,726.00

Group 1 100%
Contract No. 9403
Prefix: 726-1917
Prefix: 326-1048

9403 jc

J

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(8)
2. STATE PROJECT NO.
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00089
6. TO

5-31-88

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 18, 1988
8. FEDERAL ROUTE NUMBER FAU 9326
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION: West Burnside at S. W. Tichnor Dr. (Portland)
11. GENERAL DESCRIPTION OF WORK Program Change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) See Below

13. REMARKS

As requested in Mr. Gilmour's letter of 5/13/88 we approve the Program Change to joint finance the subject project utilizing Appn Code 177 funds.

This change will require the following revisions:

1. Appn Code ----- add 177 funds

RECEIVED
STATE HWY ENGR
JUN 2 '88
REFER TO Gilmour
FOR

Orig to 6-2

14. DATE 5/31/88
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9403

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM. OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 13, 1988

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Cam Gilmour, Manager
Program Section

Subject: Project No. IX-9326(8)
W. Burnside St. @ S.W. Tichner Dr. (Portland) Section
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds. This change will require the following revision:

1. Add Appn Code 177 funds.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkw
cc: W. Schulte (Reg. 1)
J. Henry
General Files

AN EQUAL OPPORTUNITY EMPLOYER

9403

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: Ted Spence
Region 1

DATE: February 5, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System
Project No. IX-9326(8)
W. Burnside St. @ S.W. Tichner Dr. (Portland) Section
City Streets
Multnomah County

I have requested obligation of additional federal funds from FHWA on the above federal-aid project in the amount shown:

Previous Obligation	New Obligation	Increase
$487,749.00	$490,767.00	$3,018.00

Please arrange for updating of MSD's records to show this change.

DDB:me
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1387

9403

bi cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 4	**COUNTY** MULTNOMAH	**DIVISION** OREGON
DATE OF REPORT 2/3/86	**REPORT MADE BY** 2-3-86 T. P. LOWE, AREA ENGINEER		**PROJECT NO.** IX-9326(8)
COMPLETION DATE (Actual) 12/16/82	**ACCEPTANCE DATE BY CONRTACT AGENCY** 7/25/85	**TIME ELAPSED** 111 %	**CONTRACT TIME** 250 DAYS

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEST BURNSIDE STREET @ TICHNER DRIVE
WEST BURNSIDE STREET (FAU 9326)
Grading, Paving & Structures

This project provided for the complete reconstruction of the subject intersection providing for turning refuges. During construction a substantial slide developed on the south side of the project requiring redesign and extensive slide correction work.

The contractor used 400 days to complete the work. The contract allowed 250 days. Two time extensions were granted totaling 109 days. Liquidated damages were charged for 41 days.

The final cost of $574,000.00 overran the original authorization by six percent.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 25 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy
3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE [illegible]al Signed by		**SIGNATURE** Original signed by C. T. CH[illegible]	
TITLE Area Engineer	**DATE** MAR 24 1986	**TITLE** Field Operations Engineer	**DATE** MAR 24 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

#9403

8-8-85

file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Oregon Asphaltic Paving Co. Contract No. 9577	SE Stark St.-SE Division St. Multnomah County	7-05-85
Ross Bros. Const., Inc. Contract No. 9373	Pudding River Bridge Marion County	7-09-85
Porter W. Yett Co. Contract No. 9741	Wilsonville-Hubbard Hwy. @ NE Arndt Rd. Clackamas & Marion Counties	7-09-85
Copeland Paving, Inc. Contract No. 9796	Ferris Gulch-Long Gulch Jackson County	7-09-85
Oregon Asphaltic Paving Co. Contract No. 9811	Portland Ave. @ Abernethy Ave. (Gladstone) Clackamas County	7-10-85
L T Contractors, Inc. Contract No. 9383	Sunny Valley Intch.-Jumpoff Joe Cr. Josephine County	7-10-85
Tice Electric Co. Contract No. 9828	NE 47th Ave. @ NE Oregon St. Multnomah County	7-11-85
H & H Electric, Inc. Contract No. 9895	Mt. Hood Hwy. @ Industrial Way (Sandy) Clackamas County	7-12-85
F. Kelly Somers Const. Inc. & F.L.Somers Co.,Inc., J.V. Contract No. 9601	Thornton Creek Lincoln County	7-12-85
Peter Kiewit Sons Co. Contract No. 9037	Martin Cr.-Anlauf Intch. Douglas & Lane Counties	7-15-85
Elte, Inc. Contract No. 9728	Chapman Slide Columbia County	7-16-85
Ken Leahy Construction, Inc. Contract No. 9876	Helvetia Road Intch. Washington County	7-16-85

Contractor and Contract No.	Section and County	Acceptance Date
J. C. Compton Co. Contract No. 9485	Vail Cr.-Nylund Rd. Linn County	7-25-85
Green & White Rock Products, Inc. Contract No. 9367	NW Kings Blvd.-Highland Dr. (Corvallis Benton County	7-25-85
Wildish-Corvallis Const. Co. Contract No. 9419	NW 9th St.-SPRR (Corvallis) Benton County	7-25-85
Mocon Corp. Contract No. 9403	W. Burnside St. @ SW Tichner Dr. Multnomah County	7-25-85
Abhe & Svoboda, Inc. Contract No. 9825	Salmon Creek Bridge Lane County	7-25-85
Stach Construction Co., Inc. Contract No. 9838	Umpqua River (Reedsport) Br. & Cape Creek Br. Douglas & Lane Counties	7-25-85
Eugene Sand & Gravel, Inc. Contract No. 9776	"Q" St.-S. "A" St. (Springfield) Lane County	7-25-85
Comco dba Salem Road & Driveway Contract No. 9802	Mt. Angel-Abiqua Creek Marion County	7-25-85
Roseburg Paving Co. Contract No. 9794	NE Garden Valley Blvd.-NE Diamond Lake Blvd. Douglas County	7-25-85
S. J. Groves & Sons Co. Contract No. 9668	L.R.T. O'Xing. of UPRR (Holladay St.) Multnomah County	7-30-85
Bend Aggregate & Paving Co. Contract No. 9956	Bend Rock Production Deschutes County	7-30-85
Wildish-Corvallis Const. Co. Contract No. 9605	Rice Hill-Metz Hill Intch. Douglas County	7-30-85
Fabricators, Inc. Contract No. 9640	Manbrin Dr. N.-Stark St. N. Marion County	7-31-85

Contractor and Contract No.	Section and County	Acceptance Date
C. C. Meisel Co., Inc. Contract No. 9659	East McMinnville Intch. Yamhill County	7-31-85
F. Hodgson & Sons Contract No. 9742	NW Hoge Ave.-NW Harbor Blvd. (Ptld.) Multnomah County	8-01-85
Linnco Electric Co. Contract No. 9842	Hillsboro-Silverton Hwy. @ Boones Ferry Rd. Marion County	8-01-85

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$ 62,073,774.32	$ 62,073,774.32
Anticipated Costs	$ 69,167,764.28	$ 69,167,764.28
% Overrun (Underrun)	+11.43%	+11.43%

August 8, 1985

W. E. Schwartz, P.E.
Asst. State Highway Engineer

U.S. Department of Transportation
Federal Highway Administration

rll

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION XX☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Brent Kesterson, City of Portland & Mike Smith, OSHD

DATE OF INSPECTION 1/15/85	INSPECTION MADE BY Original Signed By T. P. LOWE T. P. Lowe, Area Engineer	PROJECT NO. IX-9326(8)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 160 %	WORK COMPLETED 10) %

WEST BURNSIDE STREET @ TICHNER DRIVE
WEST BURNSIDE STREET (FAU 9326)
Grading, Paving & Structures

This project provided for the complete reconstruction of the subject intersection providing for turning refuges. During constuction a substantial slide developed on the south side of the project requiring redesign and extensive slide correction work.

The contract allowed 250 calendar days. The contractor used 400 calendar days to complete the work which included a substantial amount of extra slide corrective work. A time extension based primarily on extra work involving the afore mentioned slide is currently being processed. This matter will be discussed in the final acceptance report pending the State's complete analysis and recommendation concerning the time extension.

The project manager advised that the final estimated cost will underrun the original estimated cost plus additional slide corrective work by about 6 percent. The exact final cost will be discussed in the final acceptance report.

No penalties for noncompliance materials was assessed for the asphaltic concrete or base rock. A penalty of about $8,000 was assessed for nonspecification cement treated base.

The completed work appears to have been constructed in conformance with the contract requirements and therefore, acceptance is recommended.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
Fredrickson
FOR

Cy
3/5

Form FHWA-1446A
(Rev. 2-84)

9403

5

October 28, 1983

Baker Rock Crushing Co.
21880 S.W. Farmington Road
Beaverton, OR 97007

CON 5
#9403

Gentlemen or Ladies:

Thank you for a copy of the Affidavit and Final Waiver of Claims and Liens and Release of Rights dated October 26, 1983.

This appears to be in reference to a claim filed in the amount of $4,117 against Mocon Corporation on Contract No. 9403 for work on W. Burnside Street at S.W. Tichner Drive in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dc
cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

noted on
card 10-28-83
dc

AFFIDAVIT AND FINAL WAIVER OF CLAIMS AND LIENS AND RELEASE OF RIGHTS

STATE OF Oregon } SS:
COUNTY OF Washington }

The undersigned, who is the President (designate title) of Baker Rock Crushing Co. which is the supplier (designate whether subcontractor, supplier or otherwise) for the Crushed rock (designate the type of work, supplies or services rendered) on the improvements constructed or being constructed on the premises hereafter identified, declares that his contract with MOCON Corporation is in the total amount of $4,117.00, which includes extras and all change orders to the date hereof.

In consideration of the amounts and sums previously received, and the payment of $ 4,117.00 being the full and final payment amount due, the undersigned does hereby waive and release to the Owner and to MOCON Corporation any and all claims and liens and rights to liens upon the premises described below, and upon improvements now or hereafter thereon, and upon the monies or other considerations (due or to become due from the Owner or from MOCON Corporation or from any other person, firm or corporation), said claims and liens and rights to liens being on account of labor, services, materials, fixtures or apparatus heretofore furnished by or which may be furnished by at any time hereafter by or at the request of the undersigned. The premises as to which said claims and liens and rights to liens are hereby released are identified as follows:

Project Name: WEST BURNSIDE ST. & SW TICHNER DRIVE
Address of Project: West Burnside & Tichner Drive
City: Portland County: Multnomah State: Oregon
Owner: OREGON STATE HIGHWAY DIVISION General Contractor: MOCON Corporation
Lot: Block: CONTRACT NO. 9403

The undersigned further represents and warrants that he is duly authorized and empowered to sign and execute this waiver on his own behalf and on behalf of the company or business for which he is signing; that he has properly performed all work and furnished all the materials of the specified quality per plans and specifications and in a good and workmanlike manner, fully and completely; that he has paid for all the labor, materials, equipment, and services that he has used or supplied or may hereafter use or supply to the above premises; that he has no other outstanding and unpaid payment applications, invoices, retentions, holdbacks, chargebacks or unbilled work or materials against MOCON Corporation as of the date of the aforementioned last and final payment application; and that any materials which have been supplied or incorporated into the above premises were either taken from his fully-paid or open stock or were fully paid for and supplied as stated on the statement accompanying the last and final payment application or invoice.

The undersigned further agrees to reimburse and does hold harmless and fully indemnify Owner and MOCON Corporation for any losses or expenses should any such claim, lien or right to a lien be asserted (by the undersigned or by any laborer, materialman or subcontractor of the undersigned), including, without implied limitation, attorneys' fees incurred in the defense thereof.

In addition, for and in consideration of the amounts and sums received, the undersigned hereby waives, releases and relinquishes any and all claims, rights or causes of action whatsoever arising out of or in the course of the work performed on the above-mentioned project, contract or event.

Signed and delivered this 26th day of October, 1983.

Baker Rock Crushing Co.
Individual or Corporation Name
By: Gerald A Baker
Title: Pres.

Before me, the undersigned Notary Public in and for said County and State, personally appeared Gerald A. Baker, and acknowledged execution of the foregoing affidavit as his voluntary act and deed and further stated that the facts recited are true of his personal knowledge.

William Frederick Jackson
Notary Public

Residence County: Washington

My Commission Expires:
2-27-87

RECEIVED
OCT 27 1983
COMMISSION SERVICES

9403

5

October 26, 1983

E. F. Jacobsen & Co. Inc.
P. O. Box 02115
Portland, OR 97202

CON 5
#9403

Attention: Donald E. Donovan
General Manager

Gentlemen or Ladies:

Thank you for your letter of October 21, 1983, informing us that you have received payment from Mocon Corporation for material furnished to Gresham Paving, Inc.

This appears to be in reference to the claim in the amount of $10,512.64 filed on Contract No. 9403 for work on W. Burnside Street at S.W. Tichner Drive in Multnomah County.

This information is being noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:dc

cc: American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

NOTED ON CA

10-26 83

K. F. JACOBSEN & CO. INC.
GENERAL CONTRACTORS
4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

October 21, 1983

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

CERTIFIED
P21 9930333
MAIL

State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

City of Portland
Auditors Office
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Gentlemen:

Notice is hereby given that the undersigned, K. F. Jacobsen & Co., Inc. has received payment from Mocon Corporation for Asphaltic Concrete material furnished to Gresham Paving, Inc. for work of constructing Burnside - Tichner - State of Oregon Department of Transportation Contract #9403.

Sincerely,

K. F. JACOBSEN & CO., INC.

Donald R. Donovan
General Manager

DRD/kh

cc: American Insurance Co.
Mike Bowen

RECEIVED
OCT 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7103

5

MOCON CORPORATION

September 30, 1983

K.F. Jacobsen & Co., Inc.
Mr. Donald R. Donovan
General Manager
Post Office Box 02215
Portland, Oregon 97202

Re: Mocon Corporation - OSHD Contract #9403 - West Burnside-S.W. Tichner

Dear Mr. Donovan:

Enclosed please find payment in full as per your claim for furnishing Asphaltic Concrete Material to our Subcontractor, Gresham Paving, Inc. We are making this payment in full to K.F. Jacobsen to clear the debt against our contract with the Oregon State Highway Div. so that we may finalize this contract.

We ask that you please complete the enclosed Affidavit for Release of Liens and return it to our office as soon as possible. Please notify the State of Oregon, the City of Portland, and the American Insurance Co. that you have been paid in full for your claim, so they will release the final contract to Mocon.

If there is anything further that you may require, please feel free to contact this office, either myself or Wade Wakayama.

Sincerely,
MOCON CORPORATION

Kathleen M. Schera

Kathleen M. Schera
Comptroller

enclosed Check #7111
Lien Release

cc: OSHD
American Insurance Co.

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
10-6-83

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

MOCON CORPORATION
P. O. BOX 3258 • SALEM, OREGON 97302

7111

TRANSACTION NUMBER	REFERENCE	DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET AMOUNT
11515	131 S 9160	5/24/83	131 GRESHAM-#9403	10512.64	0.00	10512.64
VENDOR NO.	21116		TOTALS	10512.64	0.00	10512.64

MOCON
CORPORATION
P. O. BOX 3258
SALEM, OREGON 97302

North Salem Branch - Salem, Oregon
UNITED STATES NATIONAL BANK
OF OREGON

$\frac{24\text{-}22}{1230}$ 67

7111

DATE	CHECK NO.	AMOUNT
08/12/83	7111	****10512.64

TEN THOUSAND FIVE HUNDRED TWELVE DOLLARS AND SIXTY-FOUR CENTS

PAY TO THE ORDER OF

K.F. JACOBSEN & CO.,INC.
POST OFFICE BOX 02215
PORTLAND, OREGON 97202

MOCON CORPORATION

⑈007111⑈ ⑆123000220⑆ 067 0005 230⑈

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1983

K. F. Jacobsen & Co., Inc.
P.O. Box 02215
Portland, OR 97202-0215

CON 5
#9403

Attention: Donald R. Donovan
General Manager

Gentlemen:

This will acknowledge your Notice of Claim dated May 24, 1983, concerning the following Highway Division contract:

FILED BY:	K. F. Jacobsen & Co., Inc.
AMOUNT:	$10,512.64 plus interest
FOR:	Material
AGAINST (Prime contractor)	Mocon Corporation
FURNISHED TO:	Gresham Paving, Inc.
CONTRACT NO.:	9403
PROJECT:	W. Burnside Street at S.W. Tichner Drive, FAU 9326, Multnomah County
SURETY:	The American Insurance Co.
AGENT:	A. G. Sadowski Company

We will advise the surety of the receipt of this claim. We note that you have filed it with the prime contractor. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: ✓ Mocon Corporation
P.O. Box 3258
Salem, OR 97302

American Ins. Co.
121 SW Salmon St.
Suite 900
Portland, OR 97204

A. G. Sadowski Co.
1605 Liberty, SE
Salem, OR 97302

K. F. JACOBSEN & CO. INC.
GENERAL CONTRACTORS
4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

May 24, 1983

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

State of Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

City of Portland
Auditors Office
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Gentlemen:

Notice is hereby given that the undersigned, K. F. Jacobsen & Co., Inc., has a claim for furnishing Asphaltic Concrete Material for the value of $10,512.64, furnished to Gresham Paving, Inc., plus interest, against the bond taken from Mocon Corporation, as Principal, and American Insurance Co. for the work of constructing Burnside - Tichner - State of Oregon Department of Transportation Contract #9403.

Sincerely,

K. F. JACOBSEN & CO., INC.

Donald R. Donovan
General Manager

CC: American Insurance Co
Mike Bowen

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAY 26 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
No. [illegible]
MAIL

9/83

S

MOCON CORPORATION

September 30, 1983

Gary T. Baker
Vice President
Baker Rock Crushing Company
21880 S.W. Farmington Road
Beaverton, Oregon 97007

Dear Mr. Baker:

As per our previous conversation regarding your claim for crushed rock delivered under the instructions of Dave O'Brist Trucking, our subcontractor on the Oregon State Highway Div. Contract #9403, West Burnside-S.W. Tichner, we are enclosing a joint check in the amount of $4,117.00 to settle your claim.

We are mailing this check to your office as to assure that this matter will be handled timely and to your satisfaction. Enclosed find our Affidavit for Release of Liens, which we need Baker Rock Company to complete and return to this office as soon as possible. This will enable us to finalize our contract with the Oregon State Highway Div. and to advise our surety that this claim has been resolved.

We hope this is satisfactory to Baker Rock Company and we appologize for the inconvience. If there is anything further that we might assist you with, please feel free to contact either myself or Wade Wakayama.

Sincerely,

MOCON CORPORATION

Kathleen M. Schera

Kathleen M. Schera
Comptroller

NOTED [illegible]
10-6-83

cc: American Insurance Co.
Dave O'Brist Trucking
✓ Oregon State Highway Div. - Robert Jormsen

encl: Our Check#7228
Lien Release

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

MOCON CORPORATION
P. O. BOX 3258 • SALEM, OREGON 97302

7228

TRANSACTION NUMBER	REFERENCE	DATE	DESCRIPTION	GRO[illegible] AMOUNT	DISCOUNT	NET AMOUNT
13036	CONTR#9403	8/31/83	131 S 9120	4117.00	0.00	4117.00
VENDOR NO.	20409		TOTALS	4117.00	0.00	4117.0

MOCON
CORPORATION
P. O. BOX 3258
SALEM, OREGON 97302

North Salem Branch - Salem, Oregon
UNITED STATES NATIONAL BANK
OF OREGON

$\frac{24\text{-}22}{1230}$ 67

7228

DATE	CHECK NO.	AMOUNT
09/08/83	7228	*****4117.00

FOUR THOUSAND ONE HUNDRED SEVENTEEN DOLLARS AND NO CENTS

PAY TO THE ORDER OF

DAVE O'BRIST TRUCK & EXC.
AND BAKER ROCK COMPANY
21880 S.W. FARMINGTON ROAD
BEAVERTON, OR 97007

MOCON CORPORATION

Kathleen M. Schera

⑈007228⑈ ⑆123000220⑆ 067 0005 230⑈

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

O.S.H.D.

COPY

August 29, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9403

Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Gentlemen or Ladies:

This will acknowledge your letter dated August 23, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Baker Rock Crushing Company
AMOUNT:	$4,117
FOR:	Crushed rock delivered
AGAINST (Prime contractor)	MOCON Corporation
SUBCONTRACTOR:	Dave Obrist
CONTRACT NO.:	9403
PROJECT:	W. Burnside St. at SW Tichner Dr. Multnomah County
SURETY:	The American Insurance Co.
AGENT:	A. G. Sadowski Company

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: ✓ MOCON Corporation
PO Box 3258
Salem, OR 97302

The American Insurance Co.
PO Box 3825
Portland, OR 97208

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BAKER ROCK
BAKER ROCK CRUSHING COMPANY
AN EQUAL OPPORTUNITY EMPLOYER

Beaverton Plant — (503) 642-2531

21880 SW Farmington Road
Beaverton, Oregon 97007

AUG [illegible]
MOCON CO

August 23, 1983

Robert Gormsen
State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Notice hereby is given that the undersigned Baker Rock Crushing Co. has a claim for crushed rock delivered under the instructions of Dave Obrist, subcontractor, in the sum of $4,117.00 against the bond taken from Mocon Corporation as principal, and American Insurance Co., as surety, for the work of Oregon State Highway Division contract No. 9403, Burnside Retaining Wall.

Sincerely,

Gary T. Baker

Gary T. Baker
Vice President

cc: American Insurance Co.
121 SW Salmon Suite No. 900
Portland, Oregon

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97309

Dave Obrist
14292 SE 172nd
Clackamas, Oregon 97015

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P11 6584743
MAIL

RECEIVED
AUG 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FIREMANS FUND
INSURANCE COMPANIES

September 1, 1983

Baker Rock Crushing Company
21880 S. W. Farmington Road
Beaverton, OR 97007

ATTN: Gary T. Baker - Vice President

Our Principal: Mocom Corporation
Project: Oregon State Highway - Contract No. 9403 -
Burnside Retaining Wall

Dear Mr. Baker:

The American Insurance Company, the surety for Mocom Corporation, was copied regarding your notice to the State of Oregon of an unpaid balance of $4,117.00. Apparently you are a supplier to Mocom's subcontractor, Dave Obrist.

I am enclosing for your completion, our proof of claim forms which I would request that you return along with your supporting documentation. Upon receipt of the same, the claim will be given prompt consideration.

Very truly yours,

B. Michael Bowe
F. & S. Specialist
FIREMAN'S FUND INSURANCE COMPANIES
Portland, Oregon Branch Office

encl.

C-1/Letter37

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mocom Corporation
P. O. Box 3258
Salem, OR 97309

bps: Mocom Corporation

Gentlemen:

Find enclosed a copy of a notice we received from Baker Rock Crushing Company. Apparently they were a supplier to your subcontract, Obrist. The claim is in the amount of $4,117.00.

Would you please check this out and advise me as to how you intend to resolve it. Your immediate attention to this matter would be appreciated.

Sincerely,

B. Michael Bowen
F. & S. Specialist
FIREMAN'S FUND INSURANCE COMPANIES
Portland, Oregon Branch Office

encl.

RECEIVED
OCT - 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9403

CL 83-165

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 31 1983
NORMA PAULUS
SECRETARY OF STATE

August 29, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9403

Baker Rock Crushing Co.
21880 SW Farmington Road
Beaverton, OR 97007

Gentlemen or Ladies:

This will acknowledge your letter dated August 23, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Baker Rock Crushing Company
AMOUNT:	$4,117
FOR:	Crushed rock delivered
AGAINST (Prime contractor)	MOCON Corporation
SUBCONTRACTOR:	Dave Obrist
CONTRACT NO.:	9403
PROJECT:	W. Burnside St. at SW Tichner Dr. Multnomah County
SURETY:	The American Insurance Co.
AGENT:	A. G. Sadowski Company

NOTED ON CARD
9-1-83 kjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
SEP - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: MOCON Corporation
PO Box 3258
Salem, OR 97302

The American Insurance Co.
PO Box 3825
Portland, OR 97208

bc: Secretary of State--Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

BAKER ROCK

BAKER ROCK CRUSHING COMPANY

AN EQUAL OPPORTUNITY EMPLOYER

Beaverton Plant — (503) 642-2531

21880 SW Farmington Road
Beaverton, Oregon 97007

August 23, 1983

Robert Gormsen
State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Notice hereby is given that the undersigned Baker Rock Crushing Co. has a claim for crushed rock delivered under the instructions of Dave Obrist, subcontractor, in the sum of $4,117.00 against the bond taken from Mocon Corporation as principal, and American Insurance Co., as surety, for the work of Oregon State Highway Division contract No. 9403, Burnside Retaining Wall.

Sincerely,

Gary T. Baker

Gary T. Baker
Vice President

cc: American Insurance Co.
121 SW Salmon Suite No. 900
Portland, Oregon

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97309

Dave Obrist
14292 SE 172nd
Clackamas, Oregon 97015

CERTIFIED
P11 6584743
MAIL

RECEIVED
AUG 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9403

FORM 81-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION W. Burnside Street @ SW Tichner Drive	WEEK ENDING 6-18-83
		SECTION PREFIX 326-1048
	HIGHWAY FAU 9326 (W. Burnside St.)	COUNTY Multnomah
NAME OF JOB	KIND OF WORK Grading, Paving, Barriers & Structures	
CONTRACTOR MOCON Corporation	CONTRACT NUMBER 9403	FEDERAL AID PROJECT NUMBER IX-9326(8)
DATE OF CONTRACT 10-29-81	DATE WORK STARTED 12-16-81	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS N/A	WORK DAYS USED N/A
	SPECIFIED CALENDAR DAYS 250	CALENDAR DAYS USED 400
PROJECT AUTHORIZATION: $ 541,094.23	SPECIFIED COMPLETION DATE N/A	PERCENT OF TIME ELAPSED 111%
EXCLUSIVE OF ENGINEERING: $ 498,188.09	ENGINEERING AUTHORIZATION $ 42,906.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 470,280.00	ENGINEERING COST TO DATE $ 103,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 106%
ESTIMATED PERCENT XXXXXX UNDERRUN 6 %	PERCENT OF AUTHORIZATION 240%	DATE PROJECT WAS COMPLETED: 12-16-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Retaining Walls
100%	100%	100%	100%	100%	N/A	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

RECEIVED
JUN 23 1983
CONSTRUCTION
SECTION

CE K
CAE
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TC
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	" "
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	" "

REMARKS

Punch List item remains.

Plant establishment period remains.

SIGNED Brett I. Kesterson LOCATION City of Portland

Brett I. Kesterson
Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9403

CL 83-93

files 8

FILED
JUN 2 1983
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1983

K. F. Jacobsen & Co., Inc.
P.O. Box 02215
Portland, OR 97202-0215

IN REPLY REFER TO FILE NO.:
CON 5
#9403

Attention: Donald R. Donovan
General Manager

NOTED ON CARD
6-3-83 BL

Gentlemen:

This will acknowledge your Notice of Claim dated May 24, 1983, concerning the following Highway Division contract:

FILED BY:	K. F. Jacobsen & Co., Inc.
AMOUNT:	$10,512.64 plus interest
FOR:	Material
AGAINST (Prime contractor)	Mocon Corporation
FURNISHED TO:	Gresham Paving, Inc.
CONTRACT NO.:	9403
PROJECT:	W. Burnside Street at S.W. Tichner Drive, FAU 9326, Multnomah County
SURETY:	The American Insurance Co.
AGENT:	A. G. Sadowski Company

We will advise the surety of the receipt of this claim. We note that you have filed it with the prime contractor. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

American Ins. Co.
121 SW Salmon St.
Suite 900
Portland, OR 97204

A. G. Sadowski Co.
1605 Liberty, SE
Salem, OR 97302

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

K. F. JACOBSEN & CO. INC.
GENERAL CONTRACTORS
4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

May 24, 1983

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

State of Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

City of Portland
Auditors Office
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Mocon Corporation
P. O. Box 3258
Salem, Oregon 97302

Gentlemen:

Notice is hereby given that the undersigned, K. F. Jacobsen & Co., Inc., has a claim for furnishing Asphaltic Concrete Material for the value of $10,512.64, furnished to Gresham Paving, Inc., plus interest, against the bond taken from Mocon Corporation, as Principal, and American Insurance Co. for the work of constructing Burnside - Tichner - State of Oregon Department of Transportation Contract #9403.

Sincerely,

K. F. JACOBSEN & CO., INC.

Donald R. Donovan

Donald R. Donovan
General Manager

CC: American Insurance Co
Mike Bowen

CERTIFIED
No. [illegible]991
MAIL

RECEIVED
MAY 26 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9403

6-23-83

PROJECT MANAGER'S NARRATIVE REPORT
W. BURNSIDE ST. AT SW TICHNER DRIVE
MULTNOMAH COUNTY
CONTRACT NO. 9403 PREFIX NO. 326-1048
FAP NO. IX-9326(8)

1981

GENERAL PROGRESS

The contract was awarded on October 29, 1981. The time charges began on November 12, 1981, with scheduled completion on July 19, 1982. The contractor began work on December 16, 1982, but did not complete the project until December 16, 1982. The work progressed in an orderly manner except a landslide on the project caused a delay in completion of the construction.

TRAFFIC CONTROL

The project is in an urban setting with moderate traffic volumes. The signing was adequate for the job with no serious problems with traffic control.

CONSTRUCTION PROBLEMS

Retaining Walls

On February 11, 1982 a small landslide of approximately 75 C.Y. occurred above the "T" retaining wall excavation. On February 12, 1982 a soils consultant hired by the City of Portland concluded that the major portion of material had slid into the excavation and that there was no danger of material sliding into W. Burnside but that small amounts of material could still fall into the "T" wall excavation area. On February 15, 1982 approximately 3000 C.Y. of material slid off of the hill above the retaining wall excavation and completely blocked W. Burnside Street. In the ensuing months negotiations were carried on with the contractor to construct a larger retaining wall and backfill the area behind the retaining with 9"-1" aggregate to stablize the area.

TIME OVERRUNS AND EXTENSIONS

Because of the landslide the contractor was granted a time extension of 109 calendar days. However the contractor failed to complete some of the remaining work in a timely fashion and was assessed 41 days of liquidated damages.

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager

June 23, 1983
Date

BIK:mh

1 Versteeg ✓
Anderson
[illegible]
Hannab
2 Stoudenmeyer
Terpin
Treut
Wakeling

RECEIVED
SECTION

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: W. Burnside Street at SW Tichner Drive
Highway: FAU 9326 (W. Burnside Street)
County: Multnomah

Contract No. 9403
Prefix No. 326-1048
F.A. No. IX-9326(8)

Item No.	Item	Unit	*Original	Semi-Final	+ -%
	Bid Items	$	299,564.00	301,374.70	+1
	Anticipated Items	$	6,500.00	8,019.98	+23
	Unanticipated Items	$	170,671.00	142,094.43	-17
	Contingencies	$	21,453.08	24,484.62	+14
	Engineering	$	42,906.15	104,000.00	+142
	Liquidated Damages	$		- 6,150.00	
			541,094.23	573,823.69	+6

*Original Authorization Increased on 6-15-82.

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

BI 5	Flagmen	HR	400	134.5	-66

The contractor was able to work behind the barricades throughout most of the project and a flagman was not needed for trucks entering or leaving the project.

BI 14	Class "C" Asphalt	TON	451	587	+30

Extra Class "C" asphalt concrete was needed because of additional overlay of areas on W. Burnside Street to improve drainage.

BI 26	Concrete Curbs, Walks & Stairs	CY	209.4	230	+10

The original estimate was in error for the area of new sidewalk adjacent to the existing barrier wall on SW Tichner Drive.

PA No.6	Addition to "T" Retaining Wall	$	18,046.00	9,566.00	-47

Original price agreement No. 6 of $18,046.00 was rejected by the State. Contractor was required to use his original unit prices in determining the additional cost. A revised price agreement was written for $9,566.00

PA No.7	Backfill	CY	4,500	3,864	-14

Original estimate of quantity required was determined by Stadia measurement. Actual quantity was determined by truck measurement.

INDIVIDUAL OVERRUNS AND UNDERRUNS (cont'd.)

PA No. 8	Additional for New Fence and Gate	$	---	3,484.82

Because W. Burnside Street is a scenic route, there had been concern by residents about the visual impact of the existing fence around the sanding pile and loading area. A 4-foot high fence instead of the existing 6-foot fence, vinyl clad fabric instead of galvanized, and a special gate to cut down the visual impact was constructed.

PA No.10	Landscape Around Sanding Pile	$	---	4,465.00

For the same reason as P.A. No. 8 landscaping was done in front of the new fence to help cut down on the visual impact of the new fence.

PA No.12	Wire Mesh	$	---	10,912.50

After the construction of SW Tichner Drive at W. Burnside Street was completed, it was found that rocks were falling off of the rock face adjacent to the street and going over the ditch that was constructed to catch them. Temporary traffic devices were used to divert existing traffic away from the rock fallout area and wire mesh was installed over the rock face.

Brett I. Kesterson
Brett I. Kesterson, P.E.
Project Manager

6-22-83
Date

9403 4-12-83

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/16/82

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

West Burnside Street at SW Tichner Drive

11. GENERAL DESCRIPTION OF WORK

Corrected date of authorization to proceed

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 4/4/83 and letter of Brett I. Kesterson, Project Manager for subject project, which documents the actual date of February 16, 1982 as the date PGE performed work, I approve the revised date of February 16, 1982 to proceed with the work under SFO #3 at no additional cost to the project.

RECEIVED
STATE HWY ENGI
APR 13 '83
REFER TO
Potter
FO
Info Inves R/E

14. DATE 4/12/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9403 CL 83-53

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 1 1983
NORMA PAULUS
SECRETARY OF STATE

March 28, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9403

Balzano Trucking
15154 E. Burnside St.
Portland, OR 97233

NOTED ON CARD
5-13-83 ek

Dear Mr. Balzano:

This will acknowledge your letter received in our office March 8 filing a claim against the following Highway Division contract:

FILED BY:	Balzano Trucking
AMOUNT:	$336
FOR:	Truck time
AGAINST (Prime Contractor)	MOCON Corporation
SUBCONTRACTOR:	Gresham Paving
CONTRACT NO.:	9403
PROJECT:	W. Burnside Street at S.W. Tichner Drive, Multnomah County
SURETY:	The American Insurance Co.
AGENT:	A. G. Sadowski Company

RECEIVED
APR 5 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

The State does not make payment to claimants so you may wish to contact the surety directly. The address is shown at the bottom of this letter. If you have any questions my phone number is 378-6526.

Please advise this office when your claim has been paid. My address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
Robert W. Gormsen
COMMISSION SERVICES

cc MOCON Corporation, PO Box 3258, Salem, OR 97302
The American Insurance Co., PO Box 3825, Portland, OR 97208
A. G. Sadowski, 1605 Liberty S.E., Salem, OR 97302

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Mr. Gormsen

This is in regards to truck time
for Gresham Paving

I hauled for them on the 11-23-82
3 Hrs - 12-9-82 - 5 Hrs - 12-10-82 - 2½ Hr
a Total of 10½ Hrs. At #32^{00} Per Hr.
is #336^{00} I am told you may be
able to help me get it.

W. R. Balzano

BALZANO TRUCKING
15154 E. BURNSIDE ST.
PORTLAND, OREGON 97233

RECEIVED
MAR 8 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Speed Message

Mr. Balzano
Balzano Trucking

From Brett Kesterson
City of Portland

bject W. BURNSIDE ST. AT S. W. TICHNER DR.
FAU 9326 MULTNOMAH COUNTY
CONTRACT NO. 9403 PREFIX NO. 326-1048
FAP NO. IX -9326(8)

Date February 22 19 83

You need to send the following information to this address : Commission Services
Attn: Bob Gormsen
121 Transportation Building
Salem, Oregon 97310

RECEIVED
MAR 8 - 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1) Contract No. 9403
2) Job. description : W. Burnside St at SW Tichner Dr.
3) Prime Contractor name : MOCON Corp.
4) Amount of claim : $336.00
5) Type of work : Truck time

Signed Brett J. Kesterson

162

ilsonJones
LINE FORM 44-900 2-PART
76 • PRINTED IN U.S.A.

9403

Ch 83-47

J'

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 22 1983
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
MAR 23 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 10, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9403

Mr. Willie Bernhardt
6975 Maplehurst Road
Milwaukie, OR 97222

Dear Mr. Bernhardt:

This will acknowledge your claim letter of February 16, 1983, concerning the following Highway Division contract:

NOTED ON CARD
5-13-83 pk

FILED BY:	Willie Bernhardt
AMOUNT:	$456.00
FOR:	Use of truck
AGAINST (Prime contractor):	MOCON Corporation
SUBCONTRACTOR:	Gresham Paving Company
CONTRACT NO.:	9403
PROJECT:	Work on W. Burnside Street at S.W. Tichner Drive, FAU 9362, Multnomah County
SURETY:	The American Insurance Co.
AGENT:	A. G. Sadowski Company

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: MOCON Corporation
P. O. Box 3258
Salem, OR 97302

American Insurance Company
P. O. Box 3825
Portland, OR 97208

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

February 16, 1983

Robert Gormenson
Room 121, Transportation Building
Salem, Oregon 97310

Dear Mr. Gormenson:

I wish to put a lein on the bond from Mocon Corporation job Number 9403 at West Burnside, Portland, Oregon.

My truck was hired by Gresham Paving Company who was a subcontractor. As of today I have not received payment from Gresham Paving Company for the amount of $456.00 for the following days and hours worked:

November 23rd, 1982 - 3 hrs.
December 9th 1982 - 5 1/4 hrs.
December 10th 1982 - 6 hrs.
Total: 14 1/4 hrs at $32.00 Per hrs equals $456.00

Thank you.

Sincerely,

Willie Bernhardt

Willie Bernhardt
6975 SE Maplehurt Road
Milwaukie, Oregon 97222

Telephone 659 5101

RECEIVED
FEB 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-12
9403

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 24 1983
NORMA PAULUS
SECRETARY OF STATE

NOTED ON CARD
js 2/11/83

January 21, 1983

IN REPLY REFER TO
FILE NO.
CON 5
#9403

RECEIVED
JAN 26 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

R P and I General Contractors
1438 N.W. 23rd
Portland, OR 97210

Attention: Randy S. Franken

Gentlemen:

This will acknowledge your letter of January 5, 1982, filing a claim against the following Highway Division contract:

FILED BY:	R P and I General Contractors
AMOUNT:	$9,430
AGAINST (Prime Contractor)	Mocon Corporation
CONTRACT NO.	9403
PROJECT:	W. Burnside St. at S.W. Tichner Drive, FAU 9326, Multnomah County
SURETY:	The American Insurance Co.
AGENT:	A. G. Sadowski Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

The American Insurance Co.
P. O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

GENERAL CONTRACTORS MBE
1438 N.W. 23rd • Portland, Oregon 97210
224-8694

January 5, 1983

Bob Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: OSHD Contract No. 9403
W. Burnside @ S.W. Tichner
Multnomah County
Federal Contract #IX-9326(8)

Dear Mr. Gormsen:

We hereby request our claim be filed for non-payment of monies due relative to the following:

Amount due = $9,430.00
Contractor: MOCON Corporation, P.O. Box 3258, Salem, OR 97302
Type of work performed:

Item 23.	Concrete Inlet, Type P	6 ea.
Item 24.	Concrete Inlet, Type G-2	4 ea.
Item 25.	Concrete Inlet, Type D	4 ea.
Item 26.	Curbs, Walks, and Stairs	209.5 CY

Contract date: November 12, 1981
Sub-Contract date: December 14, 1981
Contract Number, description of work, location as referred to above.

Please contact us if we can be of any further assistance in filing the claim.

Sincerely,

Randy S. Franken

Randy S. Franken
Owner

cc: file
RSF/bm

RECEIVED
JAN 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9403

B

December 28, 1982

RP and I General Contractors
1438 N.W. 23rd
Portland, OR 97210

CON 5
#9403

Attention: Randy S. Franken

Gentlemen:

This is in response to your letter of December 15 requesting forms to be filed for nonpayment of monies owed on Contract No. 9403 for work on the W. Burnside Street at S.W. Tichner Drive in Multnomah County.

Under Oregon Law, you may file a claim by sending a letter to me indicating the amount due you, the type of work you performed, the project description, contractor's name and contract number. We will then file your letter with the Secretary of State and notify the contractor and his surety.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FN:js

b

[redacted]

GENERAL CONTRACTORS MBE

1438 N.W. 23rd • Portland, Oregon 97210
224-8694

December 15, 1982

Commission Services
121 Transportation Bldg.
Salem, OR. 97310

Attn: Bob Gormsen

Re: W. Burnside @ S.W. Tichner
State Contract #9403
Federal Contract #IX-9326(8)

Gentlemen:

Please consider this letter as notification of our intention to lien the above referenced project for non payment of monies owed. Please forward to R. P. & I. General Contractors any and all forms that are necessary to be filed. Mocon Construction has arbitrarily backcharged R. P. & I General Contractors for work that was not performed. In addition, they have deviated from the drawings and specifications in order to accommodate their needs at the expense of R. P. & I. General Contractors.

Thank you for your assistance in this matter.

Sincerely,

Randy S. Franken

Randy S. Franken
Owner

RSF:vf

RECEIVED
DEC 16 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9403

L

October 22, 1982

COM

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

Time Extension Request
W. Burnside at S.W. Tichner Drive
Contract No. 9403
FAP No. IX-9326(8)

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time extension of 45 calendar days is granted as a result of delays in obtaining approval for work to be done under Price Agreement No. 7. The revised contract time for completion of this contract is 359 calendar days.

W. E. Schwartz, P.E., P.L.S.
Assistant State Highway Engineer

WES:OBJ:mk

bc: C. T. Keasey
Al Harwood, w/att.
Mike Smith, w/att.
Brett I. Kesterson, City of Portland, w/att.
FHWA, w/att.
Bob Church

STATE OF OREGON INTER-OFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 14, 1982

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: W. BURNSIDE ST. @ SW TICHNER DR.
Contract 9403

CE
CAE
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EEO
RECEIVED
OCT 15 1982
CONSTRUCTION SECTION
OM
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CP

Attached is a time extension request from the contractor, Mocon Corporation, for a 45 day extension. The Project Manager for the City, Brett Kesterson, has outlined his reasons for granting the time requested. His facts and reasoning seem to support the request, and I concur in his recommendation to grant the 45 days, due to the abnormal delay in getting approval for Price Agreement No. 7.

Tom Lowe = o.k. 10-18-82

10-20-82

W.E. Schwartz:

I concur and recommend a time extension of 45 calendar days due to the delay relative to the P&LB approval of work under P.A. 7.

MC/gw
Attachment

11-128-1867

Contains Recycled Materials

9403

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO
Mr. H. S. Coulter
State Highway Enigneer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/9/82

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
West Burnside Street at SW Tichner Drive

11. GENERAL DESCRIPTION OF WORK
Install and remove barricades for West Burnside St. closure because of slide and patrol barricade locations.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 4/9/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 5 representing work performed by the City of Portland is approved for a TEC of $1,002.41 Federal Fund $852.

RECEIVED
STATE HWY ENGR
SEP 30 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
9/30

14. DATE 9/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9403

L.

VICTOR ATIYEH
GOVERNOR

Public Contract Review Board

100 STATE OFFICE BUILDING, SALEM, OREGON 97310 PHONE 378-4620

August 20, 1982

RECEIVED
STATE HWY ENGR
AUG 23 '82
Orig to REFER TO Keasey
8-23-82
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

W. E. Schwartz, P.E.
Asst. State Highway Engineer
for Operations
Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Schwartz:

Enclosed is a copy of the Certificate of Adoption of Temporary Rule which was filed in the exemption request regarding Contract #9403, exceeding the 10% limitation of Rule 127-10-150(2).

Since no objections had been received, the request was considered as approved by members of the Public Contract Review Board on July 14, 1982, the seventh day on the Unanimous Consent Calendar for your request. The Certificate was filed today.

Sincerely,

Nita Leierer

Nita Leierer
Management Assistant

nl

Enclosure

BEFORE THE PUBLIC CONTRACT REVIEW BOARD

In the Matter of the Exemption of HIGHWAY DIVISION, DEPARTMENT OF TRANSPORTATION, STATE OF OREGON, from the Requirements of Competitive Bidding for Certain Additional Work Under Oregon Transportation Commission Contract #9403, Exceeding the 10 Percent Limitation of Rule 127-10-150(2).

CERTIFICATE OF ADOPTION OF TEMPORARY RULE

(1) A contract was awarded by the Department of Transportation, State of Oregon to MOCON Corporation in October, 1981, providing for the construction of roadbed grading and paving; construction of curb, walks and barriers; and construction of retaining walls. After commencement on the contract and during the first half of February, 1982, several small landslides and one large landslide occurred on the project. Soils engineers who investigated concluded that the condition causing the earthslide may not have been readily discernible by surface examination. Prices quoted by MOCON to place 9-inch rock to correct the slide condition have been reviewed by the Department's Construction Cost Analysis Unit and found to be very close to an expected proposal if the work were advertised as a separate contract. The cost will come to approximately $107,625 which is 37.9 percent of the original contract amount of $283,644.

(2) The Public Contract Review Board finds that an exemption from formal competitive bidding requirements will not promote favoritism in awarding public contracts because the original contract was awarded through regular bidding procedures, the need for the additional work was unforeseen, and the correction project needs to be done in conjunction with work under the present contract.

(3) The PCRB further finds that the exemption will result in cost savings, that the best interests of the Department and the public will be served by adoption of the exemption as a temporary rule and that failure of the PCRB to act promptly will result in serious prejudice to the public interest because the correction work is estimated to require over 30 days to complete and needs to be completed prior to fall rains. Any further delay could be costly and detrimental to the safety of the public.

(5) LEGAL AUTHORITY: ORS 279.015(2).

(6) STATEMENT OF NEED: The Temporary Rule is needed so that the Transportation Department may proceed with the additional work under the existing contract at the earliest possible date.

(7) DOCUMENTS RELIED UPON: Letter from W. E. Schwartz, P.E., Assistant State Highway Engineer for Operations for the Transportation Department, dated July 1, 1982, which document is on file in the office of the Public Contract Review Board, Room 100, Justice Building, Salem, Oregon.

(8) FISCAL IMPACT: The economic impact on the agency requesting the exemption will be that the agency, by using the most efficient manner of procurement, will be saving money.

The Board hereby adopts the following exemption as a Temporary Rule, pursuant to ORS 183.335(5):

> The Highway Division, Department of Transportation, State of Oregon is exempt from the requirements of competitive bidding for certain additional work under Oregon Transportation Commission Contract #9403, the cost of which will exceed the 10 percent limitation of Rule 127-10-150(2), for the purpose of correcting a rock slide condition existing at the site of a construction project in progress.

PUBLIC CONTRACT REVIEW BOARD

Dave Frohnmayer

Dave Frohnmayer
Attorney General
Chairperson

DATED: August 16, 1982

9403

L

CON

July 28, 1982

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

Time Extension Request
W Burnside St. @SW
Tichner Dr.
Contract No. 9403
FAP No. IX-9326(8)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 64 calendar days is granted as a result of the "T" wall landslide and the resultant revision.

The revised completion time for this contract is 314 calendar days.

/s/ E.S. Hunter

H. S. Coulter, P.E.
State Highway Engineer

NOTED
W. E. SCHWARTZ

OBJ:mk st

bc C. T. Keasey
Al Harwood w/att.
Mike Smith w/att.
Brett Kesterson
(City of Portland) w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Region Construction Engineer

DATE: July 15, 1982

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: W. Burnside St. at SW Tichner Drive
Multnomah County
Contract 9403
Contractor's Request for Adjustment of Contract Time

Attached is contractor's request for adjustment of contract time. I have reviewed the request and the Project Manager's recommendation and concur with the recommendation to grant the requested 64 days.

MBS/cp

Attachment

CE
CAE
FOE
QCS
SCS
EEO
RECEIVED
JUL 19 1982
CONSTRUCTION SECTION
OM
CA
LS
TC
FE
CP

CC: Bryant Jackmood - with original attachments.

I agree with the 64 day recommendation by Mike Smith and Brett Kosterson.
Marion Craft

7-20-82

W.E.S.

I concur with Proj. Mgr. & Region. Time should be granted. Also the actual correction work will be done under P.A. and will warrant added time.

125-1367

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

July 1, 1982

ODOT
Attn: Mike Smith
9002 S.E. McLoughlin Blvd.
Milwaukie, Oregon 97222

Re: W. Burnside Street at S.W. Tichner Drive
Multnomah County
Contract No. 9403
Prefix No. 326-1048
FAP No. IX-9326(8)

Dear Mr. Smith:

The following information is enclosed for transmission to the Region Engineer:

a) Contractor's Request for Adjustment of Contract Time. This was submitted by MOCON Corporation.

b) Project Manager's Report and Recommendation on above Item a).

If additional information is needed, please contact me at 248-4393.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson
Project Manager
Bureau of Street & Structural Engineering

BIK:mm

Enclosures

PROJECT MANAGER'S REPORT AND RECOMMENDATION
W. BURNSIDE STREET AT S.W. TICHNER DRIVE
MULTNOMAH COUNTY
CONTRACT NO. 9403 PREFIX NO. 326-1048
FAP NO. IX-9326(8)

On June 25, 1982 MOCON Corporation delivered a Contractor's Request for Adjustment of Contract Time to my office. Below is the contractor's reason for asking for an increase in calendar days:

1) On February 15, 1982, the slide occurred on wall "T". This held up the work and a price agreement for construction of the revised wall was not signed until April 20, 1982. MOCON Corporation requests an extension of 64 calendar days.

After careful research, I have determined some facts about this item.

1) A landslide occurred above the excavation for the "T" wall on February 15, 1982.

2) The contractor signed Price Agreement No. 6, dated April 20, 1982, for the revision to the "T" wall.

Because of the delay in being able to start work on the "T" wall the contractor has not been able to proceed with some of the work on the project. The project is to be constructed in stages to maintain existing traffic and for this reason the contractor has been limited to what work he can do without interfering with traffic.

The contractor is now in a position where most of the work must stop until the "T" wall is constructed so that the contractor could then proceed to the next stage of construction.

The contractor failed to mention that the price agreement signed on April 20, 1982 was rejected by the construction cost unit. After re-negotiation with the contractor a new price agreement, dated June 8, 1982, was approved. Because of this the contractor may be entitled to additional days.

Therefore, I recommend a sixty-four calendar day increase for Contract No. 9403 with the possibility of additional days being granted for some of the time between April 20, 1982 and June 8, 1982.

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

7-1-82
Date

BIK:mm
7/1/82

CONTRACTOR REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date June 17, 1982

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 250 days to 314 days, within which to complete Section W. Burnside @ S. W. Tichner Drive, Contract No. 9403, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

February 15, 1982 to April 20, 1982.

On February 15, 1982, the slide occured on Wall "T". This held up the work on the wall and a price agreement for construction of the revised wall was not signed until April 20, 1982. MOCON Corporation requests an extension of 64 calendar days.

Respectfully Submitted,

MOCON CORPORATION
Contractor

By
President

CONSENT OF SURETY

Date June 18, 1982

We, THE AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Ann L. McCarver
Ann L. McCarver Attorney-in-fact

A. G. SADOWSKI COMPANY
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Valid request. Time should be granted as requested.

Approved:
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

GENERAL POWER OF ATTORNEY

THE [illegible]MERICAN INSURANCE COMPA[illegible]

KNOW ALL MEN BY THESE PRESENTS: That THE AMERICAN INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of New Jersey, and having its principal office in the City and County of San Francisco, California, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----ANN L. McCARVER-----

SALEM, OR

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof -------------------------

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of THE AMERICAN INSURANCE COMPANY now in full force and effect.

"Article VIII, *Appointment and Authority Assistant secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearances.*

Section 30, *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31, *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of THE AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 28th day of September, 1966, and said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney, or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, THE AMERICAN INSURANCE COMPANY has caused these presents to be signed by its Vice-President,

and its corporate seal to be hereunto affixed this 26th day of April 19 82 .

THE AMERICAN INSURANCE COMPANY

By Richard William
Vice-President

STATE OF CALIFORNIA, } ss.
CITY AND COUNTY OF SAN FRANCISCO

On this 26th day of April , 19 82 , before me personally came Richard Williams , to me known, who, being by me duly sworn, did depose and say: that he is Vice-President of THE AMERICAN INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

OFFICIAL SEAL
SUSIE K. GILBERT
NOTARY PUBLIC - CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Nov. 17, 1984

Susie K Gilbert
Notary Public

CERTIFICATE

STATE OF CALIFORNIA, } ss.
CITY AND COUNTY OF SAN FRANCISCO

I, the undersigned, Resident Assistant Secretary of THE AMERICAN INSURANCE COMPANY, a NEW JERSEY Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked; and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 18th day of June , 19 82

Loretta E Ansley
Resident Assistant Secretary

360711-TA-5-81

9403

L.

VICTOR ATIYEH
GOVERNOR

Public Contract Review Board

100 STATE OFFICE BUILDING, SALEM, OREGON 97310 PHONE 378-4620

July 7, 1982

RECEIVED
STATE HWY ENGR
JUL 9 '82
REFER TO
cy 7-12-82 Keasey
FOR
Info [✓] Inves R/D D/R Sign Act File

TO: PCRB Members

FROM: Dave Frohnmayer Dave
Chairperson &
Attorney General

SUBJECT: HIGHWAY DIVISION, DEPARTMENT OF TRANSPORTATION
STATE OF OREGON
Request for Exemption on Oregon Transportation
Commission Contract #9403
W. Burnside St. at SW Tichner Drive
10% Limitation of Rule 127-10-150(2)

The Board has received a request from the Highway Division of the Department of Transportation, State of Oregon, for an exemption from competitive bidding requirements for certain additional work under Oregon Transportation Commission Contract #9403 which will exceed the 10 percent limitation of Rule 127-10-150(2). The work involves the correction and stabilization of an earthslide condition which has developed in a construction area for roadbed grading and paving, construction of curbs, walks, barriers and retaining walls. Soils engineers have indicated that even though an investigation of the area was made, the condition causing the earthslides may not have been readily discernible by surface examination. The earthslides have been removed but correction work is estimated to require over 30 days and needs to be completed prior to fall rains. A copy of the letter from the transportation department outlining the situation is enclosed.

The Chair, pursuant to OAR 127-30-040, proposes to grant this exemption by unanimous consent unless any member of the Board notifies me of possible objections within seven days of the date of this letter. If there are objections, I would appreciate being contacted by telephone: Toll-free number: 1-800-452-7813.

nl

Enclosure

c: W. E. Schwartz, P.E.
Assistant State Highway Engineer for Operations
Highway Division of Department of Transportation
Transportation Building
Salem, Oregon

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 1, 1982

In Reply Refer to
File No.:

Dave Frohnmeyer, Chairman
Public Contract Review Board
100 State Office Building
Salem, OR 97310

RECEIVED
JUL 6 1982
ATTORNEY GENERAL
SALEM, OREGON

Request for Exemption and
Unanimous Consent
Oregon Transportation
Commission Contract #9403
W. Burnside St. @ SW Tichner Dr.

In accordance with Rule 127-10-160, application is hereby made on behalf of the Oregon Department of Transportation for exemption of certain additional work under this contract which will exceed the 10 percent limitation of Rule 127-10-150(2). Descriptive data concerning this application is stated below:

(a) This contract on West Burnside St. in the City of Portland was awarded to MOCON Corporation on October 29, 1981 and provides for the construction of roadbed grading and paving; construction of curb, walks and barriers; and construction of retaining walls. The amount of this contract was $283,644.00

Work commenced on the contract on December 16, 1981. During the first half of February, 1982, several small landslides and one large landslide occurred on the project. Some 6,000 cubic yards of material was involved in the earthslides. This material has been removed from the jobsite. The area was investigated by soils engineers who concluded that the condition causing the earthslide may not have been readily discernible by surface examination. The slide condition needs to be corrected and stabilized prior to completion of the remaining contract work.

(b) The correction of the slide condition will require the placing of approximately 4,500 cubic yards of 9-inch rock at a quoted price of $23.25 per cubic yard, and a price of $3,000.00 to mobilize equipment for an approximate total cost of $107,625.00, or 37.9 percent of the Original Contract amount.

(c) The contractor, MOCON Corporation, has quoted the above prices to furnish and place the 9-inch rock. The quoted prices have been reviewed by the Department's Construction Cost Analysis Unit and found to be very close to the price we would expect if the work was advertised as a separate contract. The slide correction work is interrelated and needs to be done in conjunction with some of the work under the present contract. Therefore,

(d) It is proposed, with your concurrence, to issue a contract amendment to MOCON Corporation for the performance of this work under the present contract.

(e) This slide correction work is estimated to require slightly over 30 days to complete and needs to be completed prior to fall rains. It would therefore be necessary to commence this work near the first of August, 1982.

We respectfully request your consent to exceed the 10 percent limitation for contract amendments under Rule 127-10-150(2) and request that this matter be placed on your unanimous consent calendar.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

9403

July 1, 1982

Dave Frohnmayer, Chairman
Public Contract Review Board
100 State Office Building
Salem, OR 97310

Request for Exemption and
Unanimous Consent
Oregon Transportation
Commission Contract #9403
W. Burnside St. @ SW Tichner Dr.

In accordance with Rule 127-10-160, application is hereby made on behalf of the Oregon Department of Transportation for exemption of certain additional work under this contract which will exceed the 10 percent limitation of Rule 127-10-150(2). Descriptive data concerning this application is stated below:

(a) This contract on West Burnside St. in the City of Portland was awarded to MOCON Corporation on October 29, 1981 and provides for the construction of roadbed grading and paving; construction of curb, walks and barriers; and construction of retaining walls. The amount of this contract was $283,644.00

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(c) The contractor, MOCON Corporation, has quoted the above prices to furnish and place the 9-inch rock. The quoted prices have been reviewed by the Department's Construction Cost Analysis Unit and found to be very close to the price we would expect if the work was advertised as a separate contract. The slide correction work is interrelated and needs to be done in conjunction with some of the work under the present contract. Therefore,

(d) It is proposed, with your concurrence, to issue a contract amendment to MOCON Corporation for the performance of this work under the present contract.

(e) This slide correction work is estimated to require slightly over 30 days to complete and needs to be completed prior to fall rains. It would therefore be necessary to commence this work near the first of August, 1982.

We respectfully request your consent to exceed the 10 percent limitation for contract amendments under Rule 127-10-150(2) and request that this matter be placed on your unanimous consent calendar.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood
Mike Smith
Brett Kesterson (City of Portland)

9403

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-28-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/28/82

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
West Burnside Street at S. W. Tichner Drive

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/24/82, I approve the revised construction costs to a TEC of $523,110, Federal Funds $444,640.

(Increase TEC $178,290, Federal funds $151,546 Appn Code 580)

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Moehring
FOR
Info | Inv | R/D | D R | Sign | Act | File

Orig 7-7-82

14. DATE 6/28/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L.

9403

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

Date: June 24, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Project No. IX-9326(8)
W. Burnside St. @ S.W. Tichner Dr.
(Portland) Section
Multnomah County

I request your approval of a program change to adjust the estimated construction costs as indicated on the attached revised project estimate and modification of project agreement.

The principle reason for overruns came about because of a landslide.

Approval of this request will involve an increase of $178,290.00 in total cost, and Federal obligation of $151,546.00 in Interstate Substitution General Funds (Appn Code 580) with revised financing as follows.

	Appn Code	TC	FF	%
Present	---	$523,110.00	$444,640.00	85.0
Previous	772	344,820.00	293,094.00	85.0
Increase	580	$178,290.00	$151,546.00	

RHZ:bkc

cc: E. Hardt (Metro)
E. Mershon (Metro)
G. Zehner
General Files

Form 734-3122

9403

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

CON 5
#9403

DATE: June 3, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
West Burnside Street @ Southwest Tichner Drive
Contract No. 9403

This federal-aid grading, paving and structure project is currently 49 percent complete with a July 1982 completion date anticipated. It is apparent that the project cost will exceed that anticipated by an estimated $211,780.79 or 64.3 percent.

The primary cause for the increased cost is due to a slide encountered on the project. Approximately $45,000 was required for clean up costs and an estimated $125,625 will be required to construct a retaining wall and place rock backfill to prevent future slides.

Approximately $16,000 was required to construct a deacceleration lane to reduce the chances of rear end collisions. The project engineering is expected to exceed that anticipated by approximately $17,000 due to the slide correction work. The authorization also needs to be increased by an additional $8,400 to allow for future contingencies.

The additional cost is eligible for federal participation and can be funded from underruns on other Interstate transfer projects within the city of Portland.

It is recommended that the authorization for this project be increased by $211,780.79 to a new total of $541,094.23. This matter will be on the consent calendar for the June 15 meeting.

OBJ:mk 1b

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

9-403

L.

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 2, 1982

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
W. Burnside St. @ SW Tichner Dr.
Contract No. 9403

This federal-aid grading, paving and structure project is currently 49 percent complete with a July, 1982 completion date anticipated. It is apparent that the project cost will exceed that anticipated by an estimated $211,780.79 or 64.3 percent.

The primary cause for the increased cost is due to a slide encountered on the project. Approximately $45,000 was required for cleanup costs and an estimated $125,625 will be required to construct a retaining wall and place rock backfill to prevent future slides.

Approximately $16,000 was required to construct a de-acceleration lane to reduce the chances of rear end collisions. The project engineering is expected to exceed that anticipated by approximately $17,000 due to the slide correction work. The authorization also needs to be increased by an additional $8,400 to allow for future contingencies.

Attached is a rough draft letter to the Transportation Commission, as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: E. L. Hardt
Mike Smith
Robert Church
D. E. Swan

Contains Recycled Materials

9403.　　4-30-82　　L.

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/9/82

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
West Burnside Street at SW Tichner Drive

11. GENERAL DESCRIPTION OF WORK
Flush and sweep street

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/9/82 as requested in Mr. Keasey's letter of 4/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $407.50 Federal Funds $346.

RECEIVED
STATE HWY ENGR
MAY 5 '82
REFER TO. Moeh[illegible]
FOR
Info Inv. R/D [illegible] [illegible] Act File

orig to
5/5/82

14. DATE 4/30/82

15. SIGNATURE OF APPROVING OFFICIAL G K H[illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9403

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE **1-14-82**

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
West Brunside Street at SW Tichner Drive (Portland)

11. GENERAL DESCRIPTION OF WORK
Install Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 1/14/82 as requested in Mr. Keasey's letter of 1/21/82 as being in the public interest for the use of PGE Forces to proceed with the above work. State Force Order No. 2 representing work to be done by PGE Forces is approved for a TEC of $2,276.52 Federal Funds $1,935.

RECEIVED
STATE HWY ENGR
MAR 1 '82
REFER TO Keasey
FOR
Info | Inve. | R/D | D/R | Sign | Act | File

cy 3-1

14. DATE 2/24/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9403

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-27-82

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
West Burnside St. @ S. W. Tichner St. (Portland)

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of 1-12-82 I approve the revised Preliminary Engineering Costs to a TEC of $33,500 Federal Funds $28,475.

(Increase TEC $3,000 - Federal Funds $2,500 Appropriation Code 772)

RECEIVED
STATE HWY ENGR
JAN 29 '82
REFER TO [illegible]
FOR
Info Inves R/D D R Sign Act File

14. DATE 1-27-82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9403

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6

January 12, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project No. IX-9326(5)
W. Burnside St. @ S.W. Tichner St. (Portland)
Multnomah County

Enclosed is a copy of Mr. Terpin's letter dated January 8, 1982 with attachment which provides justification for an increase in preliminary engineering costs of $3,000.00 in total costs, and obligation of $2,550.00 in Federal funds with revised financing as follows:

	TEC	FF	%	Appn Code
Present	$33,500.00	$28,475.00	85.0	----
Previous	23,000.00	19,550.00	85.0	823
Previous	7,500.00	6,375.00	85.0	772
Difference	$ 3,000.00	$ 2,550.00	85.0	772

RHZ:bkc
Enc.

cc: J. Rose
E. Mershon
F. Terpin
G. Zehner
S. Williams
General Files

Form 734-3122

9403

Portland

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 9/16/81
Donald L. Kraut

October 22, 1981 Bid Letting ______ All Clear Deadline

SECTION West Burnside Street @ SW Tichner St
Highway ______
County Multnomah Region Metro
Type of Work ______ Funds ______
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

Paul

~~Noise~~

2 EXC

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☐	☒	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

9403

9-23-81

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/18/81

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
West Burnside Street at SW Tichner Drive (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Permanent Pavement Striping and Signing S.F. $1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's Sept. 18 and Sept. 23, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $311,000 Federal Funds $265,000.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 8 '81
REFER TO
FOR

14. DATE 9/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9403

2

VICTOR ATIYEH
[illegible]

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Interstate Substitution Projects
FY '81 Supplemental Allocation

We propose to utilize the subject supplemental funds in the amount of $15,000,000 on the following listed projects in the Portland and Salem Urban Areas by the end of September 1981.

PORTLAND

Project No.	Section	Work	Purpose	TC	FF
IX-24(23)	52nd-92nd	R/W	Addn't Auth.	$ 1,791,210	$ 1,522,527
IX-26(12)	McLoughlin Ped. U'Xing	P.E.	Increase	3,322	2,820
IX-79(4)	S.W. 72nd Ave. Intchge.	R/W	Auth.	236,000	200,600
IX-79(4)	S.W. 72nd Ave. Intchge.	P.E.	Increase	26,100	22,185
IX-0000(8)	N.W. Thurman-S W. Columbia	P.E.	Increase	10,341	8,790
IX-0000(40)	N.W. Thurman-S.W. Columbia	Con.	PS&E	669,767	569,300
IX-0000(41)	Cornell-Murray	Con.	PS&E	2,893,550	2,459,500
IX-000C(22)	Coliseum Area Traf. Sig.	Con.	PS&E	102,235	86,900
IX-000C(23)	Clackamas Town Center	P.E.	Auth.	16,100	13,685
IX-9064(2)	S.W. 185th Ave.-S.W. Hall Blvd.	P.E.	Increase	7,200	6,120
IX-9088(3)	Main Ave.-Alice Lane	R/W	Addn't Auth.	331,500	281,775
IX-9282(3)	S.W. 89th-I-5 (Tualatin)	R/W	Addn't Auth.	86,859	73,830
IX-9282(4)	S.W. 89th-I-5 (Tualatin)	Con.	PS&E	281,888	239,604
IX-9326(5)	W. Burnside @ Tichner	P.E.	Increase	7,500	6,375
IX-9326(8)	W. Burnside @ Tichner	Con.	PS&E	311,800	265,000
IX-9565(12)	Bancroft-Sellwood	Con.	Increase	352,942	300,000
IX-9565(13)	Oswego Cr. (Sucker Cr.) Br.	Con.	PS&E	2,841,200	2,415,000
IX-9659(3)	Gladstone NCL-S.E. Oatfield Rd.	P.E.	Increase	11,910	10,120

IX-9659(5)	Clack. Hwy.-Gladstone N.C.L.	P.E.	Increase	5,300	4,505
IX-9665(6)	Oatfield Rd. @ Alder-crest Dr.	P.E.	Increase	3,250	2,760
IX-9665(11)	Oatfield Rd. @ Thiesen	Con.	PS&E	189,428	161,013
IX-9699(3)	N.E. Glisan-S.E. Glenwood	P.E.	Increase	9,200	7,820
IX-9702(3)	International Way @ Price Fuller	P.E.	Increase	6,100	5,185
IX-9702(6)	Harmony Rd. @ Price Fuller	Con.	PS&E	155,000	131,750
IX-9704(4)	W. Approach Sellwood Br.	Con.	Increase	116,287	98,843
IX-9718(5)	S.E. 97th Ave.-S.E. 122nd Ave.	R/W	Increase	15,000	12,750
IX-9721(1)	S.E. King Rd.-Harmony Rd.	P.E.	Increase	8,000	6,800
IX-9721(2)	S.E. King Rd. @ Price Fuller	Con.	PS&E	7,808	6,636
IX-9823(1)	N.E. 33rd @ Broadway	P.E.	Increase	6,700	5,695
IX-9867(4)	Fariss-Powell Blvd.	R/W	Addn't Auth.	406,175	345,250
IX-9867(5)	Fariss-Powell Blvd. (Unit 1)	Con.	PS&E	1,694,235	1,440,100
IX-9926(6)	Basin Ave.-Going St. Interchange	R/W	Increase	125,000	106,250
IX-9926(7)	Basin Ave.-Going St. Interchange	Con.	PS&E	2,027,662	1,723,512
IX-9956(10)	Columbia Blvd. @ 47th	Con.	PS&E	67,060	57,000
				$14,823,629	$12,600,000

SALEM

IX-1525(2)	Chemawa Rd.-Hickory St.	R/W	Auth.	1,402,500	1,192,125
IX-1525(3)	Verda Lane N.E.-Cherry	Con.	PS&E	1,421,100	1,207,875
					$ 2,400,000
			TOTAL		$15,000,000

CL:bkc
cc: R.N. Bothman
J. Rose
Judy Smith
G. Zehner
P. Stearns
General Files

94/03

9-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/17/81	FAU 9326	City Street

10. GENERAL LOCATION:
West Burnside Street at SW Tichner Street (Portland)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/16/81 I approve the revised Preliminary Engineering Costs to a TEC of $30,500 Federal Funds $25,925.

(Increase TEC $7,500 Federal Funds $6,375 Appn. Code 772 from FY 81' Supplemental allocation)

Orig 9-25

RECEIVED
STATE HWY ENGR
SEP 23 '81
REFER TO Moehring
FOR
Info | Inver | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/17/81	E J Malach	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

94103

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1981

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 00089
Project No. IX-9326(5)
W. Burnside St. @ S.W. Tichner St. (Portland) Sec.
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Spence dated 9/9/81.

Approval of this request will involve an increase of $7,500 in total cost and Federal obligation of $6,375 in Interstate Substitution General Funds (Appn Code 772) with revised financing as follows:

	TEC	FF	%	APPN CODE
Present	$30,500	$25,925	---	---
Previous	23,000	19,550	85%	823
Difference	$ 7,500	$ 6,375	85%	772

The funds for this increase in cost is to come from the FY '81 supplemental allocation.

DRH:pf
Attachment

cc: R. N. Bothman, Metro
F. E. Terpin
Judy Smith, Metro
Jon Rose, Metro
E. L. Hardt, Region 1
Gary Zehner, w/attachment
General Files

Form 734-3122

7403

2.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9326(5)
West Burnside Street at
SW. Tichner Drive (Portland) Sec.
Multnomah County

Date: September 15, 1981

Reply to
Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Responding to Mr. Watson's September 10, 1981 letter, and confirming prior verbal approval, I agree with your public interest finding. A mandatory disposal site for the stockpile of rubble material is appropriate in this case.

G.K. Hossner
for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Dsgn)

RECEIVED
STATE HWY ENGR
SEP 15'81
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

R

9403

Portland

September 10, 1981

DES 16

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Dear Sir:

West Burnside Street at S.W. Tichner
Drive (Portland) Section
Multnomah County

This is a Federal-aid (Interstate Transfer) project designed by the City of Portland. The proposed plan corrects a "Y" type of intersection with difficult and dangerous turning movements by adding a "buttonhook" to achieve a right-angle intersection.

In the area to be occupied by the "buttonhook" is a street sweeper dump and a pile of sanding material (see Plan Sheet 3). The sweeper dump and sanding material are to be relocated immediately west of the buttonhook after 3,650 cubic yards of rubble material is moved to make room for it. The plans specify the rubble will be hauled over certain city streets in a one-way pattern to a disposal area approximately 1,200 feet west of the Vista Ridge Tunnel. Use of the disposal area is mandatory. The rubble material is the City's emergency source of fill material for slides and they need to retain ownership of it. The contractor will only be required to dump the rubble at the disposal area. The City will provide any labor and equipment required for stockpiling.

We believe moving the rubble material and having it available for the City's emergency use is in the public interest.

This was discussed with and tentatively approved by Mr. Cliff Christianson of the FHWA.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
D. E. Swan
Ed Hardt
Jack Sullivan
Fred Eriksen

FE:ja

94103

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 8, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00089
Project No. IX-9326(8)
W. Burnside St. @ SW Tichner Dr. (Portland) Sec.
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 22, 1981.

The project concept is based on the March 20, 1980 letter to you from Mr. F.B. Klaboe, Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

The funds for this project are to come from the FY '81 supplemental allocation.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form 734-3122

9403

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-10-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9326(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00089

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/10/81

8. FEDERAL ROUTE NUMBER FAU 9326

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SW Burnside Street at SW Tichner Street Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 8/3/81 you are now authorized to proceed with the actual acquisition of file No. 52361 at a TEC of $125,000 Federal Funds $106,250 as shown on R/W map submitted by Multnomah County.

It is understood that this is the only new parcel required for this project.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO Moehring
FOR
Info | Inves | R/D | O/R | Sign | Act | File

orig to
8/11

14. DATE 8/10/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9403

VICTOR ATIYEH
GOVERNOR

AGR
Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
Toll Free 1-800-452-7813, Ext. 86524

files

In Reply Refer to
File No

August 4, 1981

City Auditor
Room 202, City Hall
PORTLAND OR 97204

AGR 188, Services Agreement
Misc. C&A 7275
West Burnside Street @ S. W. Tichner St.
City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 7275

Dear Sir:

We are returning two fully executed copies of the subject Right of Way Services Agreement.

Yours truly,

Adele L. Egan
Right of Way Office Unit Supv.

AE
mp
Enc.

cc: Jon Rose
Ed Hardt, w/c
Virgil Wilson, w/c
Local Gov't Programs, w/c
Comm. Serv., w/orig
Finance, w/c
Title, w/c
Description, w/c

noted in
agmt. book

Form 734-3122

9403

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 3, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 00089
Project No. IX-9326(7)
S.W. Burnside St. @ S.W. Tichner St. Sec.
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way maps for the subject project.

I request the following:

Authorization to proceed with the actual acquisition all phases at an estimated total cost of $125,000 with an obligation of $106,250 in federal funds. The right of way to be acquired is as outlined in red on the enclosed right of way maps and does not involve relocation assistance.

This request is based on the March 20, 1980 letter to you from Mr. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conslusions was forwarded previously.

CL:bkc
Enc.

cc: R.N. Bothman
Judy Smith
Jon Rose
F. Lowe
Gary Zehner
General Files ✓

Form 734-3122

9403

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

August 3, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90225
Project No. IX-9809(5)
N.E. Col. Blvd.-N.E. Weidler Sec., Unit 1
Multnomah County

ccP45
#9062

I request approval of a program change releasing $106,250 of Federal funds from the subject project in order to finance the following:

PROJECT No.	SECTION	WORK	FEDERAL FUNDS	APPN CODE
IX-9326(7)	W. Burnside St. @ SW Tichner Dr.	ROW	$106,250	823

Enclosed is "Revised Project Agreement Estimate" and "Modified Federal-Aid Project Agreements" for the subject project.

JLG:bkc
Enc.

cc: R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
Ed Hardt (Metro)
Gary Zehner
General Files

Form 734-3122

9403

4

October 9, 1980

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

AGR 4-1

Attention: George Yerkovich
Auditor of the City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 7215

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning improvement to West Burnside Street at S.W. Tichner Street in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachments

bc: Don Harwell - agreement attached

CON 21-2

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: February 7, 1980

FROM: for D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

The City of Portland is requesting a $185,000 project to realign the intersection of West Burnside Street and S.W. Tichner Street. The project will realign Tichner Street to intersect Burnside Street at a right angle. Included will be a left-turn refuge for westbound traffic and a right-turn lane for eastbound traffic on West Burnside Street. A retaining wall will be required to accommodate the new alignment on Tichner Street. Right-of-way will be acquired as a participating cost of the project. City will perform preliminary and construction engineering. The location of the proposed project is indicated on the attached sketch map. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	City Share
Portland	W. Burnside Street (FAU 9326) at S.W. Tichner Street	$185,000	$157,250	$27,750

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the I-505 Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

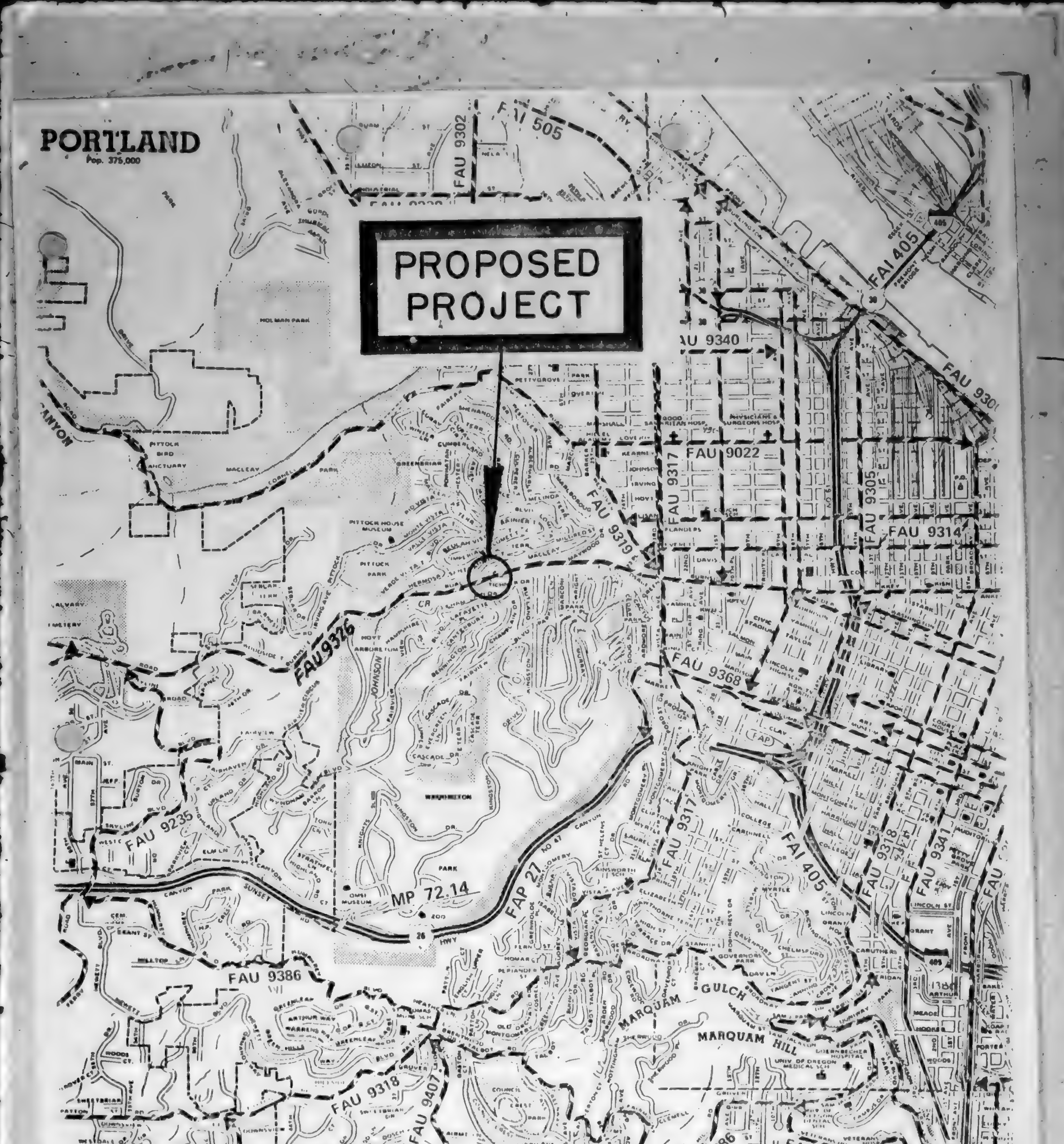
Date 2/8/80

2-8.
orig to Garmson
cy to Proj. Management

GEZ:pf
Attachment

On Mar
report

Contains
Recycled
Materials
81-125-1387



PORTLAND
Pop. 375,000
PROPOSED PROJECT
MP 72.14
FAU 9326
FAU 9319
FAU 9340
FAU 9022
FAU 9317
FAU 9305
FAU 9314
FAU 9368
FAU 9300
FAI 505
FAU 9302
FAI 405
FAU 9235
FAP 27
FAU 9318
FAU 9341
FAU 9386
FAU 9407
FAU 9389
FAU 9392
FAU 938
MARQUAM GULCH
MARQUAM HILL
SENTINEL HILL
PITTOCK BIRD SANCTUARY
MACLEAY PARK
HOLMAN PARK
PITTOCK HOUSE MUSEUM
PITTOCK PARK
WASHINGTON PARK
OMSI MUSEUM
CALVARY CEMETERY
CANYON
UNIV OF OREGON MEDICAL SCH
HEALY HEIGHTS PARK
CIVIC STADIUM
FAP

9403

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-4-80

FEDERAL AID PROJECT NO. IX-9326(5)

STATE PROJECT NO. See Below

COUNTY NAME Multnomah

PROGRAM NO.

ITEM NO. 00089

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

6/11
orig.

RECEIVED
STATE HWY ENG
JUN 11 '80
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/4/80

FEDERAL ROUTE NUMBER FAU 9326

STATE ROUTE NUMBER City Street

GENERAL LOCATION:
West Burnside Street @ SW Tichner Street (Portland) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 3/31/80 you are now authorized to proceed with the above work at a TEC of $23,000 Federal Funds $19,550.

DATE 6/4/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-

9403 2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR Dept. of Trans., Highway Div.

PROJECT TITLE: W. Burnside St. at SW Tichner St. MULT.

DATE: April 29, 1980

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
MAY 1 - '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg. (1)Engr: E.L. Hardt
Reg. (M)Engr: R.N. Bothman
Dist. 2 Engr: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8003 2 1390

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD
[illegible] 04-80

Noted
H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

9403

April 10, 1980

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

CON 21-2

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed quarterly as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the months of December 1979 through March 1980 are the following:

A. Portland

1) Arterial Street Light Conversion Program (Portland)
2) Greeley Ave./I-5 Interchange Sec.
3) NW Kittridge St.-Stadium Freeway Sec.
4) Westside Corridor Project ("Interim" work program)
5) Portland Traffic Signals @ 5 Locations
6) SE 182nd Ave.-Birdsdale Ave. (Gresham) Sec.
7) Ross Island Br.-Clackamas Hwy. Sec.
8) Powell Butte/Mt. Scott Study Area (Portland) Sec.
9) N. Columbia Blvd. @ N. Portland Rd. Ramp (Portland) Sec.
10) W. Burnside St. @ SW Tichner St. (Portland) Sec.
11) SE Portland Signal Modifications @ 10 Locations
12) NE Sandy Blvd. @ 50th Ave. & 70th Ave. (Portland) Sec.
13) Arterial St. (Portland) Overlay Program

B. Salem

1) Pine St.-Division St. (Salem) Sec.

NOTE: There were no projects submitted for the Portland or Salem urbanized areas for the month of December 1979.

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely

F. B. Kl[illegible]
Director

JLG: jv
bc: H.S. Coulter
L.W. Rulien
D.H. Moehring E.S. Hunter
R.N. Bothman C.O. Fredrickson

9403

4

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-5

March 26, 1980

NOTED
H. S. COULTER

TO Executive Department
Federal Aid Coordination Unit

FROM for D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: W. Burnside St. at S.W. Tichner St.
Highway: Various City Sts. FAU-9326
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 25, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. M-1 Engr: R.N. Bothman/E.L. Hardt
Dis. 2 Engr: W.W. Geibel
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 31 '80
REFER TO

FOR

Info	Immed	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 W. Burnside St. at S.W. Tichner St.			
11	12] PROJECT LOCATION—CITY Various City Sts. FAU-9326	PROJECT LOCATION—COUNTY Multnomah	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 DESCRIPTION: Burnside would be channelized with a left turn pocket westbound.

06 12] Tichner would be brought up to Burnside at a right angle by changing its [71

07 12] configuration to a "buttonhook". To accommodate the realignment of Tichner, [71

08 12] a retaining wall about 200 x 20 ft. would have to be built. (See sketch). [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	157,250	-----	-----	27,750	-----	185,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: TIP

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	April	25	1980

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 3-26-80

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

IX - 9326 (-)

A. Project Identification:

Date March 14, 1980

Section Burnside @ SW Tichner St.

City Portland Hwy. No. FAU 9326

Highway City Streets

Begin M.P. ____ Length ____

County Multnomah

Program Estimate ____

Region I/Metro

Funding Source FAU

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives): PURPOSE: To provide safe turns from Burnside St. to Tichner St. and from Tichner St. to Burnside St. NEED: The Tichner/Burnside intersection provides both an acute angle turn and poor sight distance to vehicles entering Tichner from a westbound direction on Burnside or entering Burnside from Tichner. There have been numerous accidents at this intersection. DESCRIPTION: Burnside would be channelized with a left turn pocket westbound. Tichner would be brought up to Burnside at a right angle by changing its configuration to a "buttonhook". To accommodate the realignment of Tichner, a retaining wall about 200x20 ft. would have to be built. (See sketch).

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:
Because the proposed project would have only a minor impact on a small area of roadside environment, it is recommended that it be categorized as a Categorical Exclusion.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	Tichner/2 Burnside 3/4	
Median (Yes/No)	No	Yes
Shoulders (Yes/No, Paved, Gravel)	No	
Average Daily Traffic (Volume/Year)	Tichner/2,100; Burnside/11,600	Burnside/19,400/1990
Alignment (New, Combined, Existing)		Combined
Speeds (Posted/Estimated)		

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.1
Estimated Number of Parcels	Approx. 4
Residential Relocation (No.)	None
Business Relocation (No.)	None

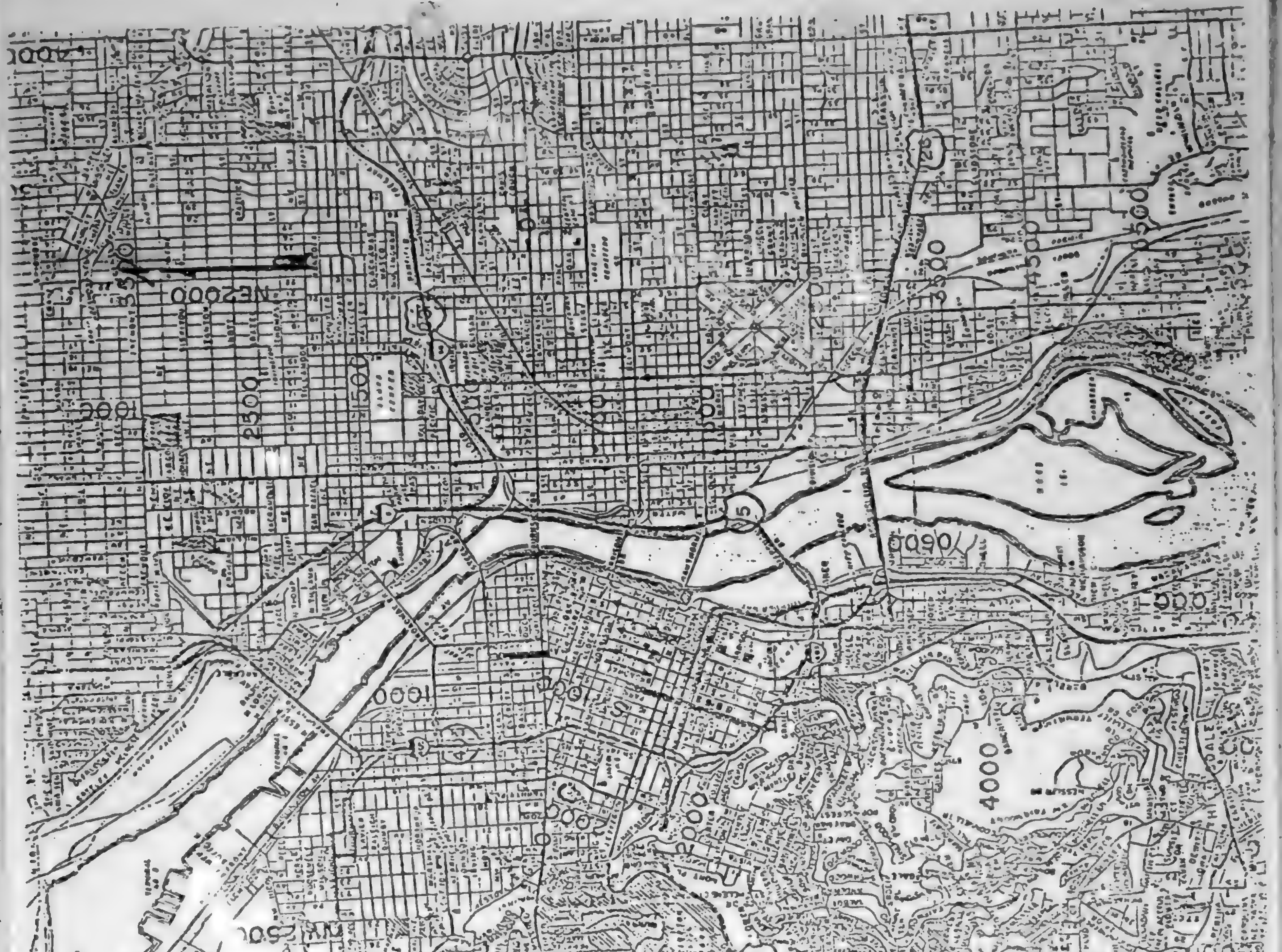
2. Estimated Impact on Land Use: Conversion of about 0.1 acre of woodland to travel surface.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Traffic safety would be enhanced.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
A small area of rain forest would be lost.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:
A natural hillside would have a long, high retaining wall along its foot - next to a heavily traveled road.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues: None.


NE2000
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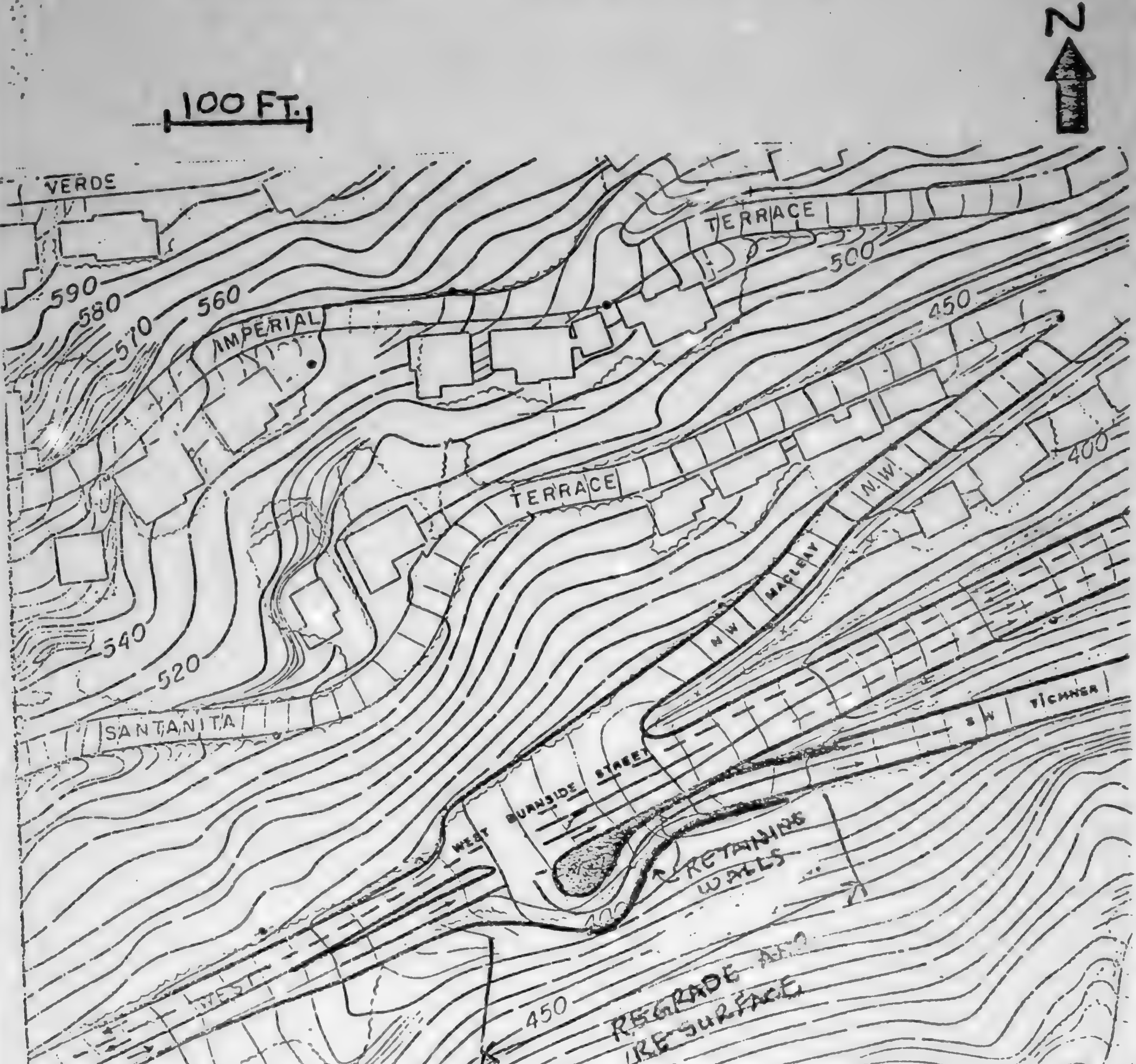
RALEIGH
HILLS

PROJECT SKETCH MAP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TERRACE
N.W.
N.W. MACLEAY
N.W.
540
520
SANTANITA
S.W. TICHNER
WEST BURNSIDE STREET
RETAINING WALLS
400
WEST
REGRADE AND RESURFACE
450
500
550
570
580
DRIVE
S.W.

3-24-80

Portland

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

- [illegible]ENTIFICATION

ROJECT NAME: W. Burnside Street @ SW Tichner Street

IGHWAY NAME: W. Burnside Street (FAU 9326)

HIGHWAY NUMBER: N/A

EGION: 1

ADMINISTRATIVE DISTRICT: 2A

COUNTY: Multnomah

CITY: Portland

ENGTH

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Portland

YPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER e(4)

ETHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

The proposed project will realign the existing "Y" intersection to provide increased sight distance and improved safety. Included in the project is a left turn refuge for westbound traffic on Burnside St. Also; a right turn lane will be provided for eastbound traffic on Burnside St.

A retaining wall will be required on the south side of Tichner St. where a cut will be made into the existing slope.

REFERRED TO
Board
Cole
Eriksen
Hagel
Stoudenmeyer
Sample
Watson
Lau
Dorn
Copy Due
Ret Discuss Do
BY FINAL DESIGN ENGINEER

1 Verstegg
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 31 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 11,600 (Burnside), 2,100 (Tichner)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1990 - 19,400 (Burnside), 2,100 (Tichner)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3-24-80
Frank E. Terpin

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Burnside St 3-12' Tichner St.: 2-12'	Same
SHOULDERS		
MEDIANS	None	Left turn refuge on Burnside
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures (retaining wall)	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River	☐	☒	☐
Stream	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.)			
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☐	☒	☐
S wide Assessment	☐	☒	☐	Airport Clearance	☐	■	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	9
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

- SUGGESTED BASE DESIGN

IT	NEW WORK	OVER EXISTING

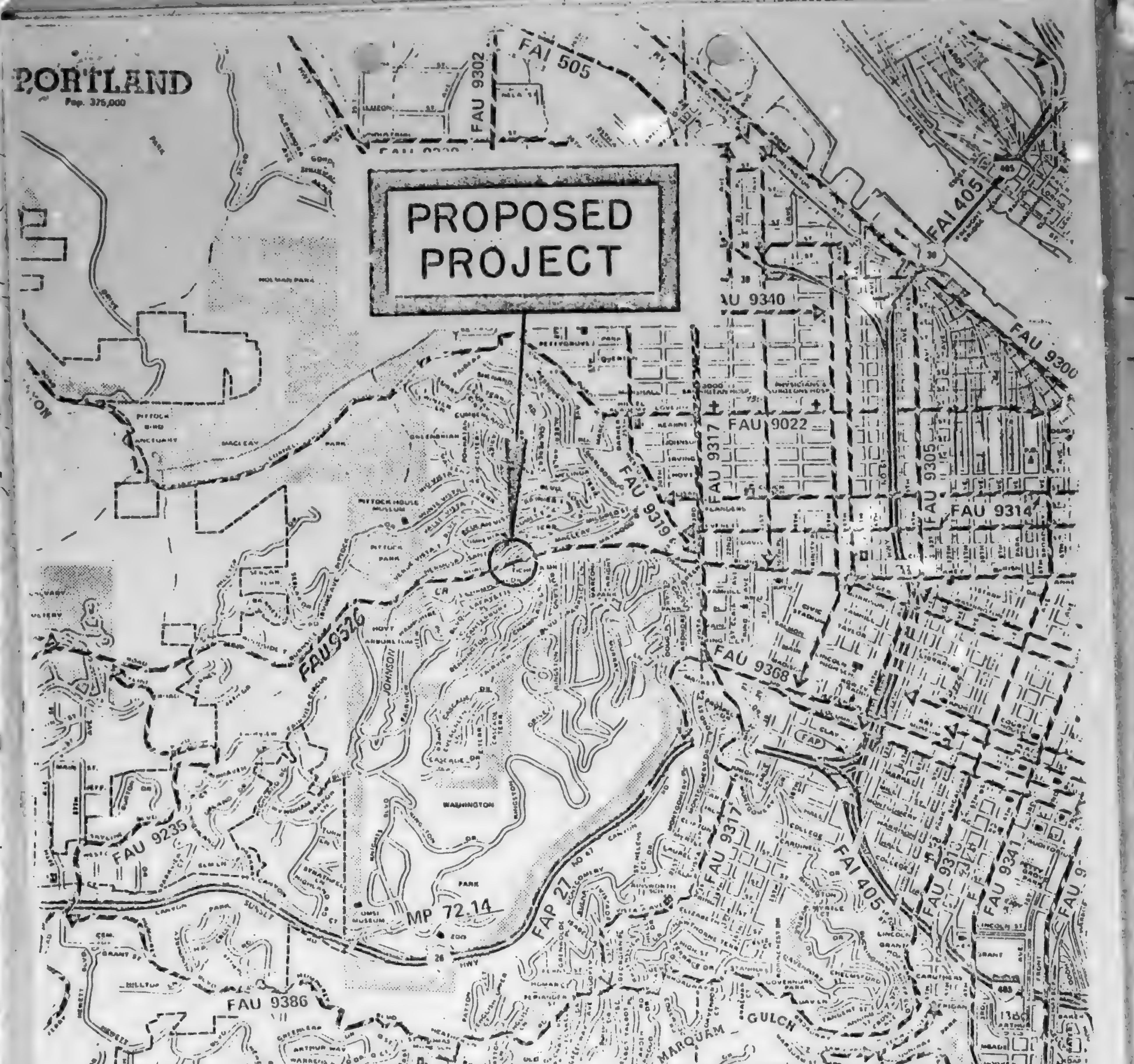
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	23,000	
RIGHT OF WAY	10,000	
TRAFFIC CONTROL	5,000	
ILLUMINATION		
STRUCTURES	63,000	
RAILROAD		
ROADWAY	32,000	
OTHER Striping	2,000	
ENGINEERING & CONTINGENCIES	50,000	
PROJECT TOTAL	185,000	

SUBMITTED BY ____________________


PORTLAND
Pop. 375,000
PROPOSED
PROJECT
FAI 505
FAU 9302
FAI 405
FAU 9340
FAU 9300
FAU 9022
FAU 9317
FAU 9319
FAU 9305
FAU 9314
FAU 9526
FAU 9368
FAP
FAU 9235
WASHINGTON
PARK
MP 72.14
FAP 27
FAI 405
FAU 9341
FAU 9386
MARQUAM GULCH
MARQUAM HILL
FAU 9318
FAU 9407
FAU 9386
SENTINEL
HILL
9392
PITTOCK MANSION
PITTOCK PARK
MACLEAY PARK
ZOO
SUNSET
CANYON

9403

March 20, 1980

COM 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for three highway projects in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that the following projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

a) Powell Butte/Mt. Scott Study Area (Portland) Sec.

b) N. Columbia Blvd. @ N. Portland Rd. Ramp (Portland) Sec.
N. Columbia Blvd. (FAU 9956)

c) W. Burnside St. @ SW Tichner St. (Portland) Sec.
W. Burnside St. (FAU 9326)

I have directed the Project Management Branch of the Highway Division to process these projects with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District

JLG:bke
bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

9403 Portland

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM

DATE: March 12, 1980

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project IX-0000(8)
Project Assessment
NW Thurman St to SW Columbia St
NW 14/16, 18/19, SW 13/14
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section

The project assessment submitted with your March 7, 1980, letter has been reviewed.

We concur with your finding that the proposed project constitutes a Category 3, Categorical Exclusion.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green
for

cc:
OSHD (Proj Mgmt)
(Region 1)

ENVIRONMENTAL SECTION
March 14, 1980

cc: D.H. Moehring
J.B. Boyd (3)
L.E. George
W.J. Hart
C.T. Keasey
J.H. Versteeg (4)
F.E. Terpin
Surfacing Design
B.L. Gifford (2)
R.H. Prange
R.N. Bothman
Ed Hardt
Jef Kaiser
Clarence Eshelman
Harry Woodward - Dis. 2c

1 Versteeg ✓
Anderson
Christensen copy
2 Olson
Sullivan copy
Terpin
Trout copy
3 Wekerlig

RECEIVED
MAR 17 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

IX-0000(8)

A. Project Identification:

Section NW Thurman St. to SW Columbia St.
Highway NW 14/16,18/19, SW 13/14
County Multnomah
Region Metro
(Attach Sketch Map)

Date March 6, 1980
City Portland Hwy. No.
Begin M.P. Length
Program Estimate $750,-00
Funding Source Mt. Hood Transfer

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is intended to reduce through industrial traffic in the residential area south of Lovejoy Street along the 18/19th one-way couplet. This will be accomplished by constructing traffic diverters at Lovejoy Street, on 18th and 19th Avenue. The project will also maintain and improve access to industrial areas by signing, signals, and intersection improvements along NW 14/16th couplet and SW 13/14 couplet.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:
The proposed project is primarily a limited rerouting within a narrow downtown corridor and would produce only minor impacts to the human environment. It is therefore recommended that it be classified as a Categorical Exclusion.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2-3	2-3
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	See Attached Map #3	See Attached Map #3
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted/Estimated)	35/1-25	35/15-25

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Less than 0.10
Estimated Number of Parcels	2
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use:

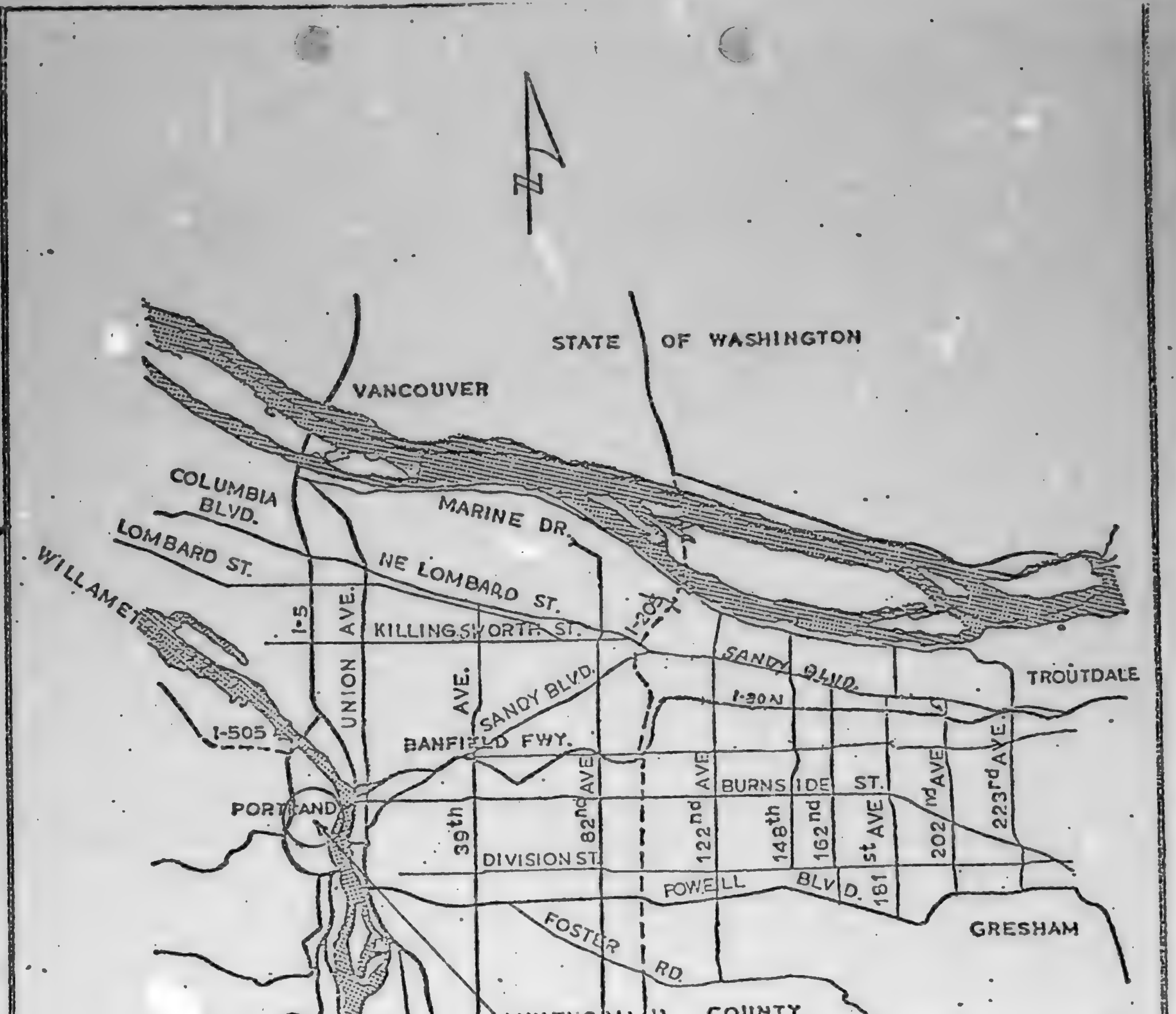
3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Traffic volumes will be reduced on the 18th/19th one-way couplet south of Lovejoy Street. Traffic flow will be improved along NW 14th/16th couplet and SW 13th/14th couplet. Pedestrian safety should be improved in the residential area south of Lovejoy Street along the 18th/19th couplet. The diverters on the 18th/19th couplet may cause increased congestion in the Good Samaritan Hospital area. Presumably, this would be a temporary impact which would diminish as familiarity with the 14th/16th and 13th/14th couplets.

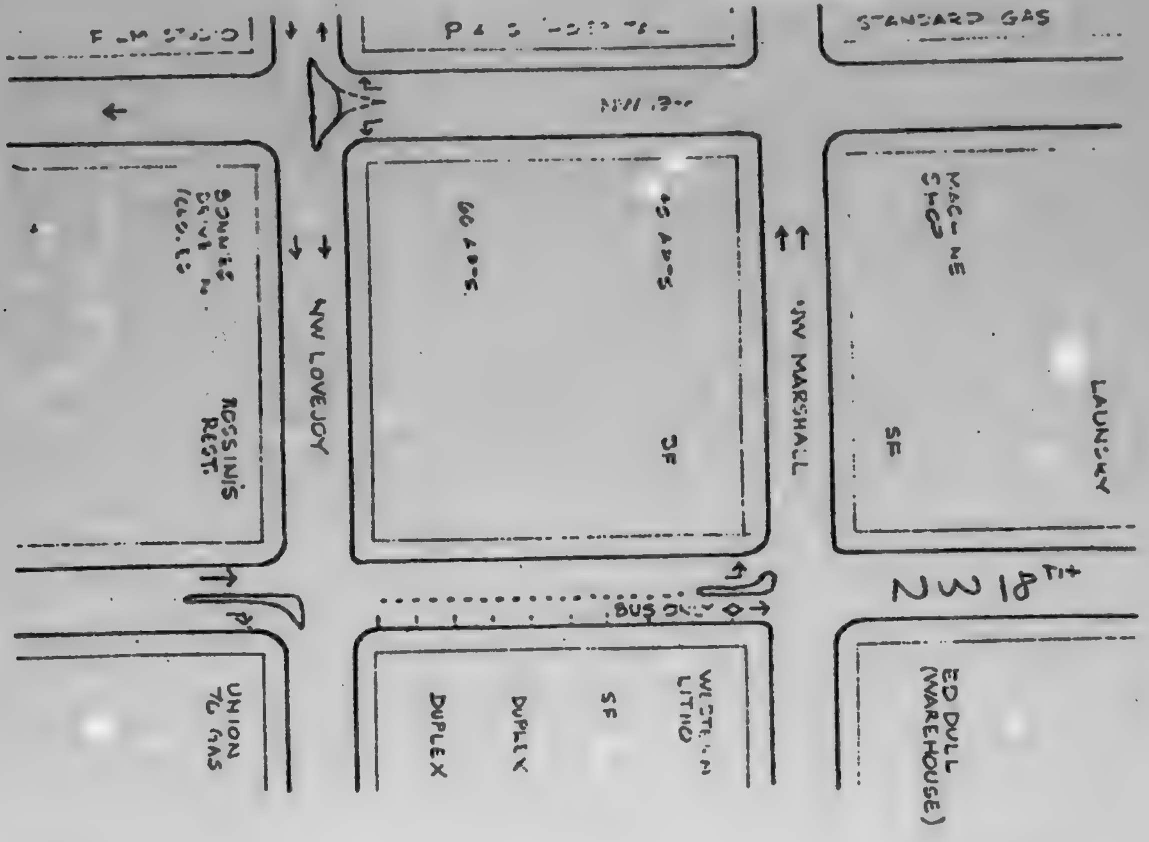
4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

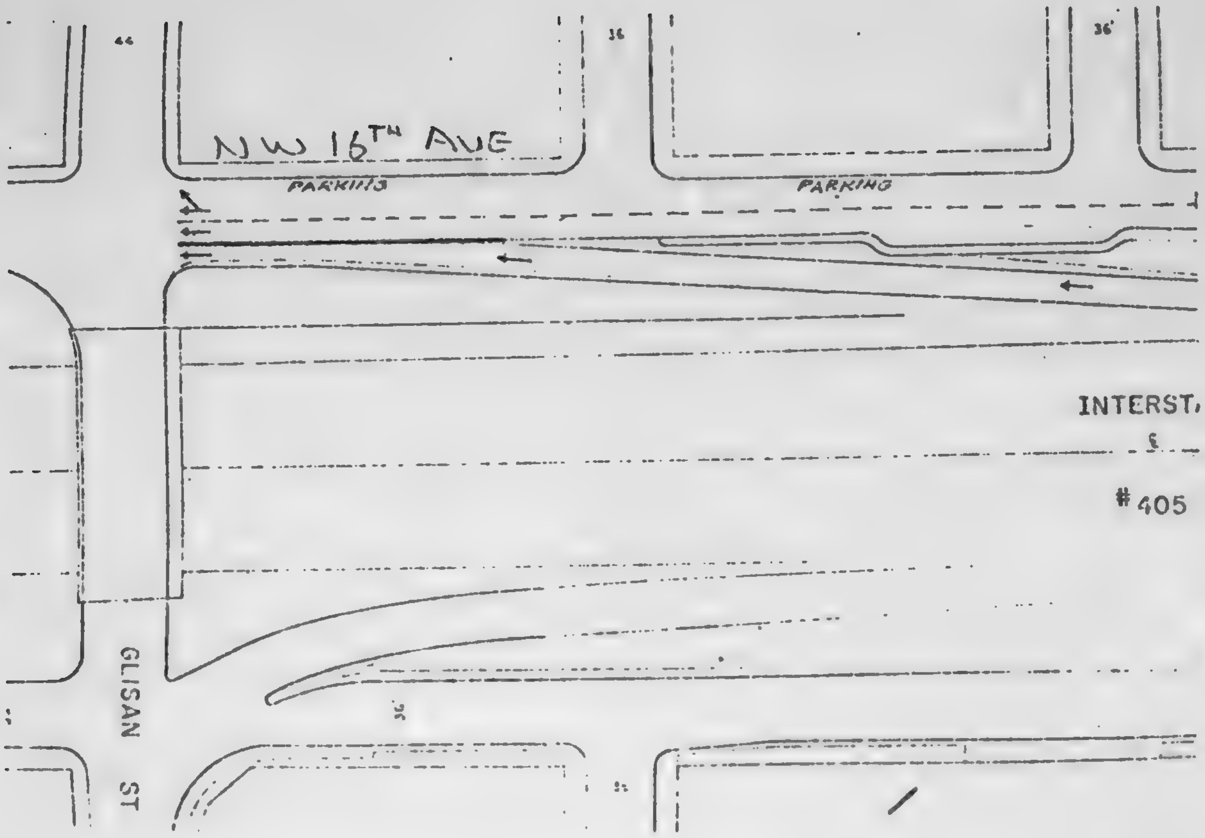
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Name of Preparer and Phone Number: TOM LOEBER 238-7438


N
STATE OF WASHINGTON
VANCOUVER
COLUMBIA BLVD.
MARINE DR.
LOMBARD ST.
NE LOMBARD ST.
WILLAMET
I-5
UNION AVE.
KILLINGSWORTH ST.
I-205
SANDY BLVD.
TROUTDALE
I-80N
SANDY BLVD.
I-505
BANFIELD FWY.
PORTLAND
39th AVE.
82nd AVE
122nd AVE
BURNSIDE ST.
148th
162nd
181st AVE
202nd AVE
223rd AVE.
DIVISION ST.
POWELL BLVD.
GRESHAM
FOSTER RD.
MULTNOMAH COUNTY
I-5
CLACKAMAS COUNTY
MILWAUKIE
CLACKAMAS EXPY.
LAKE OSWEGO
McLOUGHLIN BLVD.
I-205
HWY. 43
LOCATION OF PROJECT
I-205
WEST LINN
OREGON CITY
0 1 2
SCALE IN MILES


FILM STUDIO
STANDARD GAS
NW 19th
ROSSINI'S REST.
NW LOVEJOY
60 APTS
45 APTS
SF
NW MARSHALL
MACHINE SHOP
SF
LAUNDRY
NW 18TH
BUS ONLY
UNION 76 GAS
DUPLEX
DUPLEX
SF
WESTERN LITHO
ED DULL (WAREHOUSE)

DETAIL A

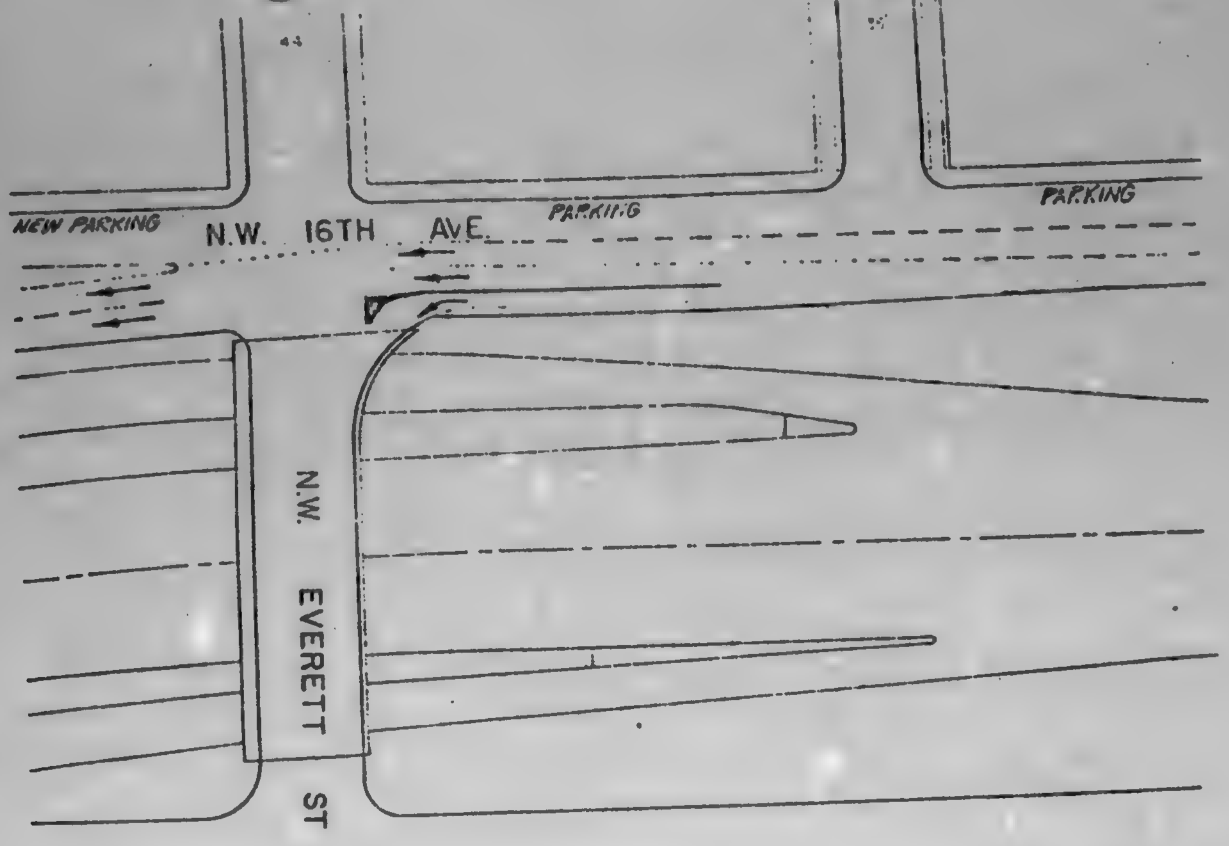

NW 16TH AVE
PARKING
PARKING
INTERST
#405
GLISAN ST

DETAIL B

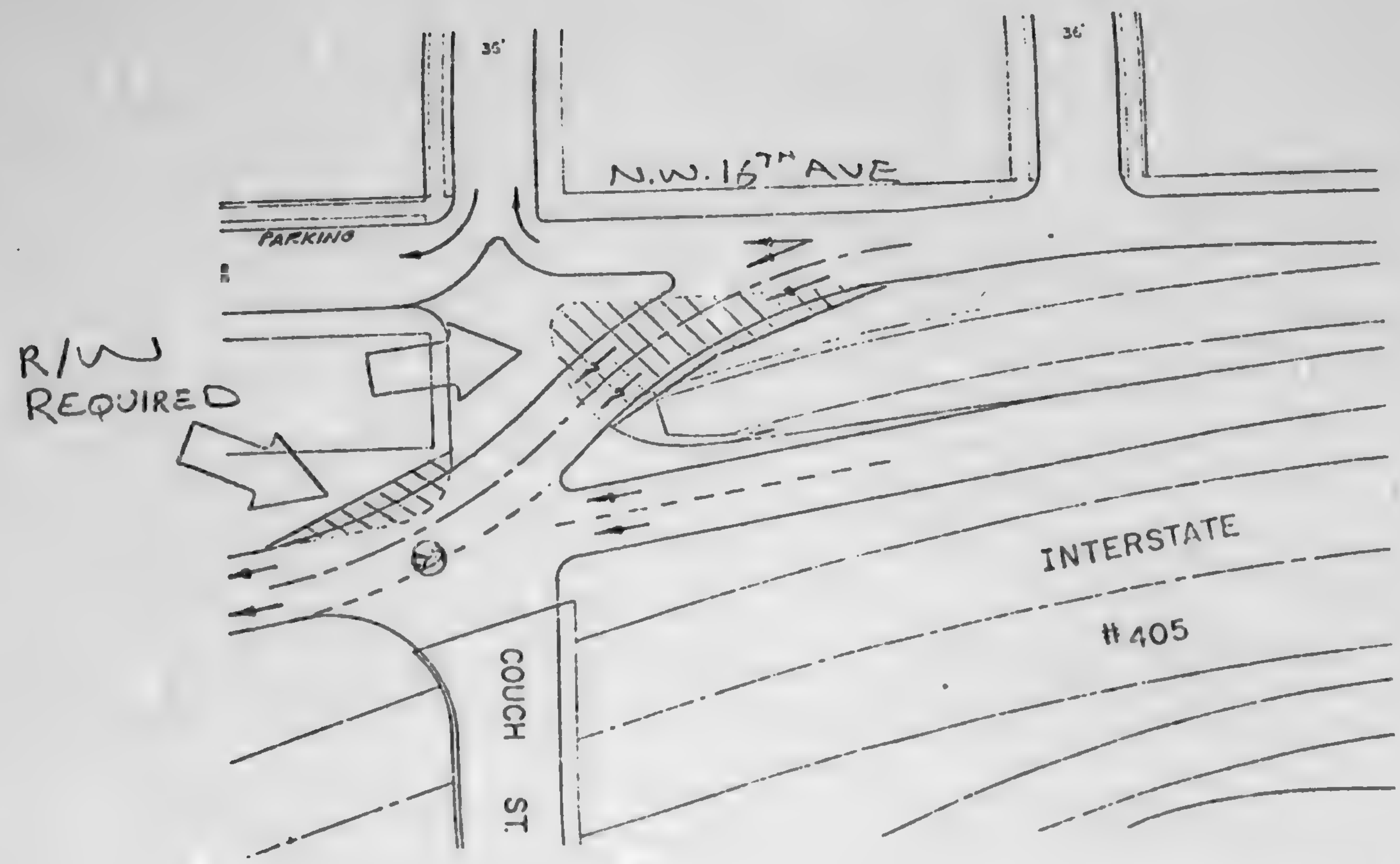
NW 14TH-16TH STUDY

OPTION IIA

PORTLAND BUREAU OF PLANNING


NEW PARKING
N.W. 16TH AVE.
PARKING
PARKING
N.W. EVERETT ST

DETAIL C

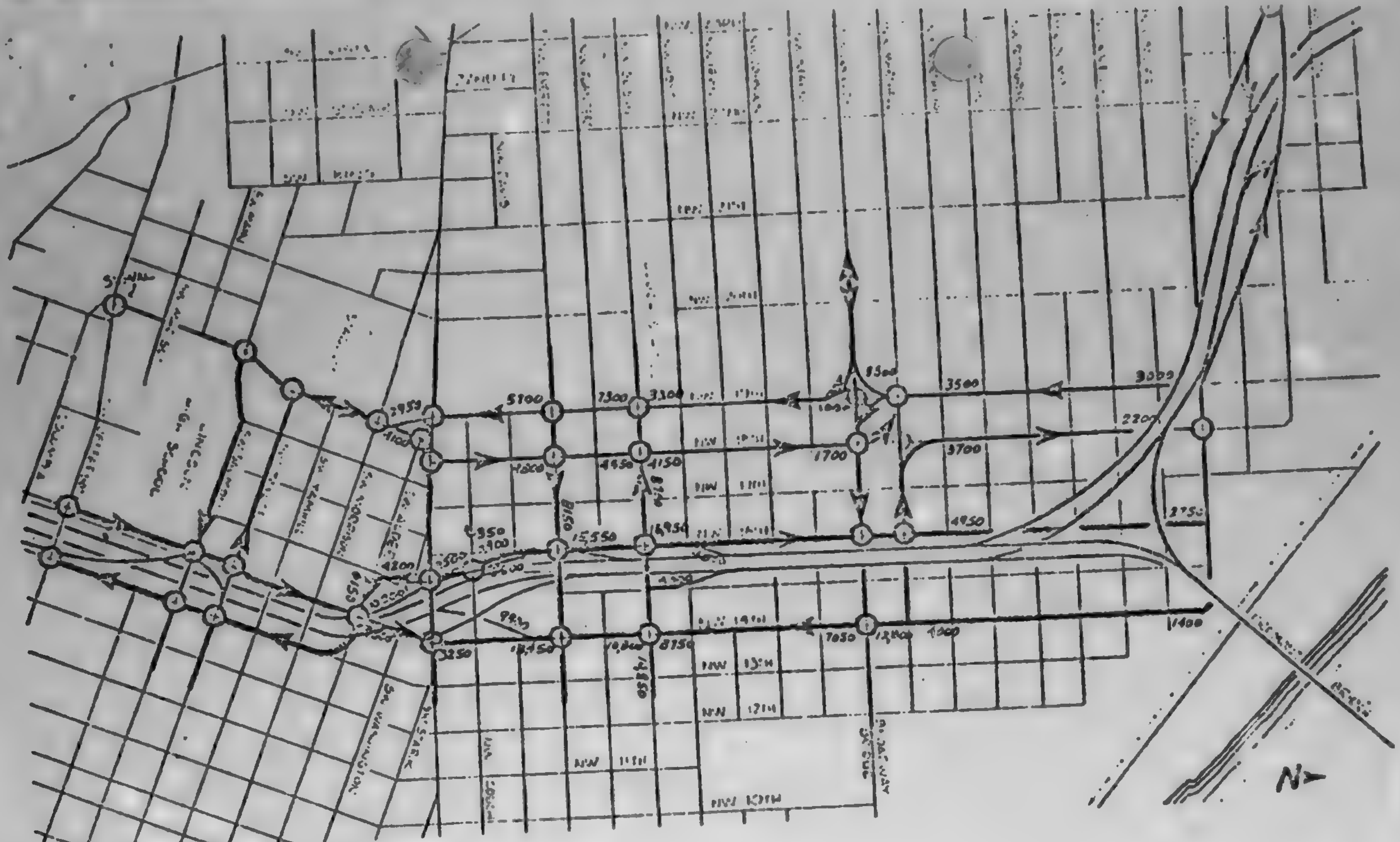

N.W. 16TH AVE
PARKING
R/W
REQUIRED
INTERSTATE
#405
COUCH ST

DETAIL D

NW 14TH-16TH STUDY

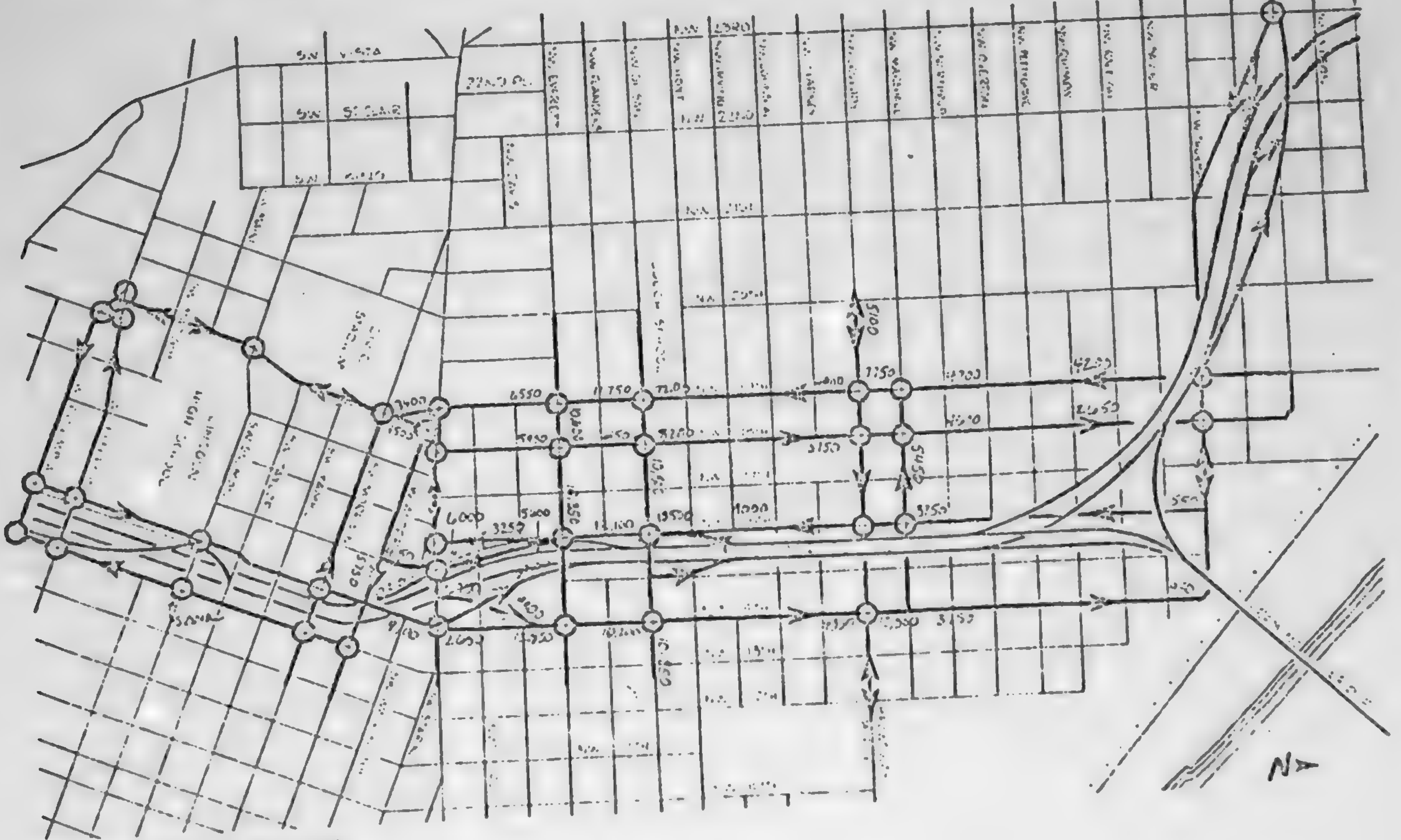
PORTLAND BUREAU OF PLANNING

OPTION IIA



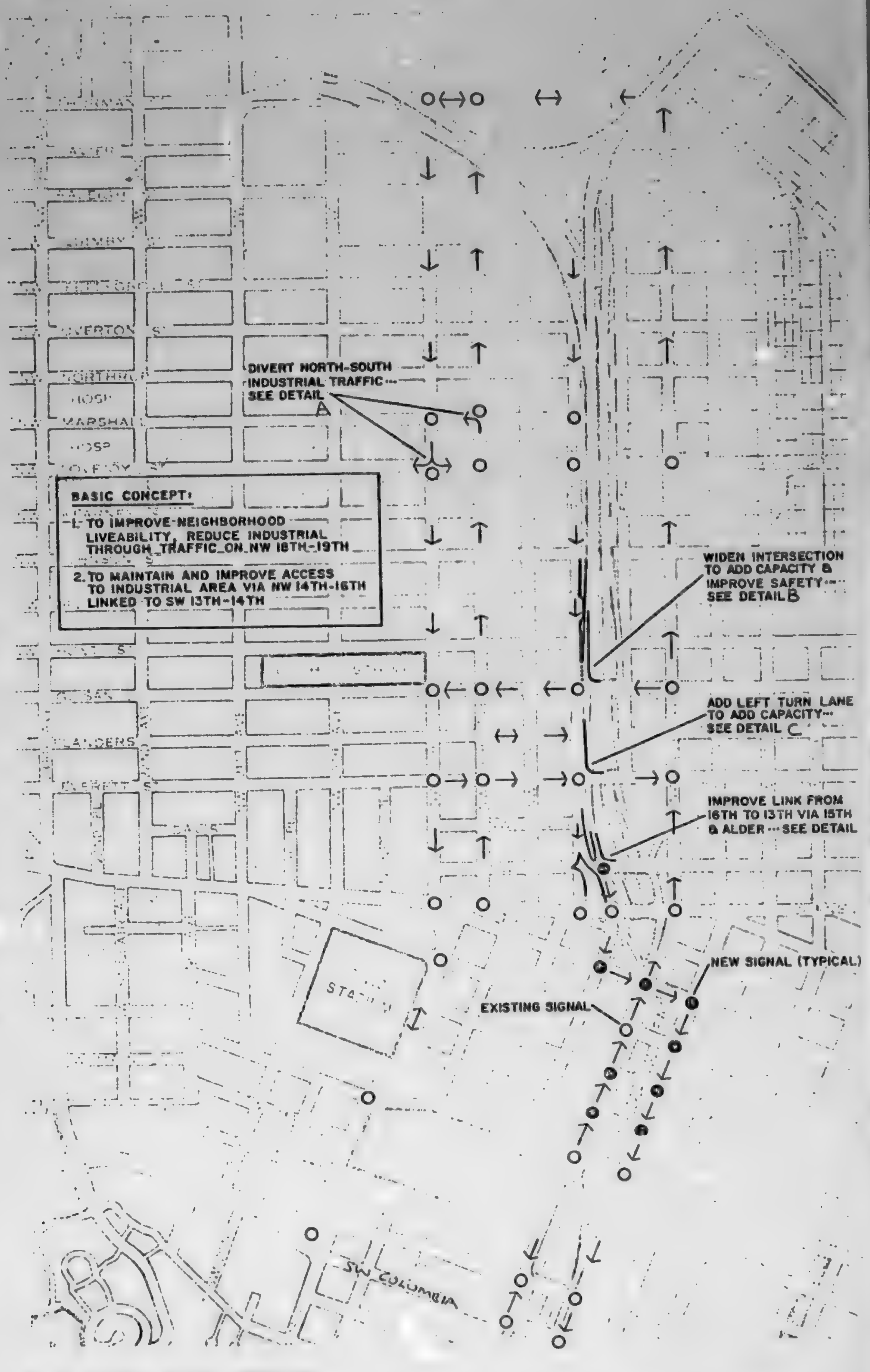
NW 14th/16th STUDY
BUILD OPTION II A. (YEAR 2000)
PORTLAND BUREAU OF PLANNING, SEPTEMBER 1979

MAP 2



NW 14th/16th STUDY
NO BUILD OPTION (YEAR 2000)
PORTLAND BUREAU OF PLANNING, SEPTEMBER 1979

MAP 3


DIVERT NORTH-SOUTH INDUSTRIAL TRAFFIC ··· SEE DETAIL A
WIDEN INTERSECTION TO ADD CAPACITY & IMPROVE SAFETY ··· SEE DETAIL B
ADD LEFT TURN LANE TO ADD CAPACITY ··· SEE DETAIL C
IMPROVE LINK FROM 16TH TO 13TH VIA 15TH & ALDER ··· SEE DETAIL
NEW SIGNAL (TYPICAL)
EXISTING SIGNAL
OVERTON ST
NORTHRUP
HOSP
MARSHALL
HOSP
LOVEJOY ST
FLANDERS
EVERETT ST
STADIUM
SW COLUMBIA

BASIC CONCEPT:

1. TO IMPROVE NEIGHBORHOOD LIVEABILITY, REDUCE INDUSTRIAL THROUGH TRAFFIC ON NW 18TH-19TH
2. TO MAINTAIN AND IMPROVE ACCESS TO INDUSTRIAL AREA VIA NW 14TH-16TH LINKED TO SW 13TH-14TH

NW 14TH-16TH STUDY

PORTLAND BUREAU OF PLANNING

MAP 1: OPTION II

3-10-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Loval Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
FAS-C PROJECTS					
Deschutes River (General Patch) Br., FAS B345 Deschutes County	$ 49,000	$ 42,120	$2,940	$ 2,940	2-7-80
Diversion Canal (Joe Wright) Bridge FAS-B303 Klamath County	29,000	25,520	1,740	1,740	2-7-80
FAIX PROJECTS					
Powell Butte/Mt. Scott Transportation Study Portland	35,000	29,750	None	5,250	2-8-80
W. Burnside St. (FAU 9326) at S.W. Tichner Street Portland	185,000	157,250	None	27,750	2-8-80
N. Columbia Blvd. (FAU 9956) at N. Portland Road Ramp Portland	500,000	425,000	None	75,000	2-8-80
N.E. Glisan St.-S.E. Glenwood St., N.E. & S.E. 39th Avenue, FAU 9699 Portland	$1,705,000	$1,449,250	None	$255,750	2-20-80
SOS PROJECTS					
Power River (Broadway) Br. Section City of Baker	CANCELLATION				2-7-80
Various City Streets (Heisler & Fourth Streets) City of Dufur	CANCELLATION				2-22-80

3-12-80 orig to Hermann
cy [illegible]

March 12, 1980

By H. S. Coulter
State Highway Engineer

1981 Denney Rd.-Hart Rd. Sec. of 9404
Hall Blvd.
(Grading, paving & signals)

C+A 6961 1-29-80
9-11-81

9404

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 145231
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5617	DATE 4/27/87	VENDOR NUMBER 0000186216-00

City of Beaverton
4950 S.W. Hall Blvd.
Beaverton OR 97005

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09404-090	L01	8004			844010	02	$8,533.05
617	C1341999-010	L01	7144			844010	01	1,130.71
617	C1341999-011	L02	7144			844010	01	3,570.31
617	C1341999-021	L02	7144			844010	01	1,111.41

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

↑ FOLD

DESCRIPTION:

SEE ATTACHED FOR DESCRIPTION

TOTAL PRICE

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $18,060.39

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5035

734-1150 (11-86)

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGENCY	CURRENT DOCUMENT NUMBER 145231
		DATE	VENDOR NUMBER

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09404-010	L01	8004			844010	02	$ 3,372.36
617	C1342532-010	L01	7740			844010	01	342.55

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:	TOTAL PRICE
Final Settlement on IX- 9091 (4) & (10), Denney Rd. - Hart Rd. S.W. Hall Blvd, Agreement #6961	
TOTAL PROJECT COST:	$284,989.12
Less Federal Participation	<205,368.73>
Less Advance Deposits	<61,560.00>
AMOUNT DUE: $18,060.39	

GL
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: ____________ PH. ____________
(INVOICE PREPARER)

734-1150 (11-86)

9404

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 6, 1987

CITY: Beaverton AGREEMENT NO: 6961 PROJECT NO: IX-9091(4)(10)

CONTRACT NO: 9404 SECTION: Denney Rd.-Hart Rd., S.W. Hall Blvd.

PRELIMINARY ENGINEERING (PREFIX NO. 134-1999):

Project Manager (Non-partic. $1,117.74)	$ 34,759.81
Citizen Involvement	200.00
Final Design	5,762.35
Region Geology (Non-partic. $12.97)	2,048.86
Traffic Section	8,790.24
R/W Liaison	1,112.03
Region Utility Liaison	141.37
Photogrammetry	5.40
Program Section	173.22
Specifications	3,271.48
Environmental Section	1,077.42
Total P.E. Cost	$ 57,342.18

RIGHT-OF-WAY (PREFIX NO. 134-2532):

R/W Office Expense (Non-Partic.)	$ 342.55

CONSTRUCTION (PREFIX NO. 134-1064):

	IX-9091(10)	CITY
Payment to Contractor (Non-Partic. $500.00)	$ 154,183.75	$ 32,716.11
Interest on Final Payment (Non-Partic.)	19.35	3.15
SFO #1 Permanent Striping (Non-Partic. $237.26)	1,332.93	---
SFO #2 Signal Controller Test & Turn-on	3,675.00	---
SFO #3 Relocate Fire Hydrant & Water Meters	2,509.43	---
Construction Engineering (Non-Partic. $2,809.91)	25,190.30	5,210.98
Audit Expense	290.37	---
Program Section	120.27	52.85
Salem Lab	558.88	121.02
Portland Lab	4.76	1.03
Technical Services	237.25	51.38
Construction Section	244.58	52.96
Region Engineer's Office	598.45	129.59
TOTAL CONSTRUCTION COST	$ 188,965.32	$ 38,339.07

SUMMARY

TOTAL P.E. COST	$ 57,342.18
TOTAL R/W COST	342.55
TOTAL CONSTRUCTION COST (IX-9091(10))	188,965.32
TOTAL CONST. COST (CITY)	38,339.07
TOTAL PROJECT COST	$ 284,989.12
LESS FEDERAL FUNDS:	
P.E.	$ (47,779.75)
CONST.	(157,588.98)
CITY SHARE	$ 79,620.39
LESS ADVANCE DEPOSITS:	
P.E. (6-12-79)	$ (3,750.00)
EARLY CONST. (10-21-81)	(47,965.00)
BALANCE OF CONST. (11-18-81)	(9,845.00)
AMOUNT DUE FROM CITY	$ 18,060.39

GEZ:bkb
cc: J. Henry
W. Schulte
✓LPG Files

9404

BEAVERTON

IX-9091(9)
Denny Rd. - Hart Rd.
SW Hall Blvd.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUL 05 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7-3-85
~~June 27, 1985~~

Oregon Department of Transportation
Wayne Schulte, Federal Aid Specialist
9002 SW McLoughlin Blvd.
Milwaukie, Oregon 97222

Wayne:

Please be advised that the City of Beaverton will be submitting no billings to ODOT for right-of-way acquisition for the Hall Blvd. Corridor TSM (Metro T.I.P. Project #172).

It is my understanding that with this letter, the project account can be closed and finaled. If you need any other information to finalize this project, please let me know.

John M. Gillam
Transportation Planner
JMG/meb

CC; Don Faris

CC: F.A. Unit
Diane Galida

OREGON DEPARTMENT OF TRANSPORTATION

ROUTING SLIP

Date 7/3

Director
Asst Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics Div.
Bridge
Commission Services
Communications (Radio)
Construction
Employee Development
Environmental
Equipment Shop & Storeroom
Finance (DOT)
FHWA
General Files
Graphics
Information Center
Information Systems Br.
Labor Relations

Landscape
Legal
Library
Location
Mailroom
Maintenance
Materials
Motor Vehicles Div.
Parks & Recreation Div.
Permits & Weighmasters
Personnel Operations
Personnel Services Br.
Photocopy
Photo Lab
Planning (Highway)
Policy & Planning (DOT)
[✓ Program Section]
Public Affairs
Public Transit Div.
Records Management

Research
Right of Way
Road Design
Safety & Health
Service Center
Sign Shop
State Highway Engineer
Technical Services
Traffic Signal Unit
Traffic
Utilities
Metro Region
Region No. ___
District No. ___
Project Mgr. ___

Attention: E. Zehner

From: W. Schulte

Comments: W.S. proceed to final voucher as discussed.

731-0022 (Rev. 4-84)

R/W

6-85

9404

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                               JUNE 1985       PAGE 1315
                                                                         FISCAL       GRAND TOTAL
     DESCRIPTION              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE   TO DATE

                                                                                                 STATE
  ALLEN BLVD-E CTY LIMITS BEAVT CONT NO      FA PROJ NOS X10 9091009 100
                             134     2532     296      00 N 9                            291.17CR
                             134     2532     298      00 N 9                            291.17
                             134     2532     930      00 P 1                            342.55
                                              TOT      P1                                342.55
                                        ** JOB TOTALS **              **          **     342.55  **

                                                                                                 STATE
  SW 72ND AVE INTERCH       CONT NO       FA PROJ NOS X10 0079004 100 X10 0079004
                             134     2534     296      00 N 9                 1.01CR   219,544.59CR
                             134     2534     298      00 N 9                 1.01     219,544.59
                             134     2534     401      00 P 5                          235,076.74
                             134     2534     404      00 P 5                              395.00
                             134     2534     405      00 P 5                              275.00
                             134     2534     407      00 P 1                               68.00CR
                             134     2534     407      00 P 5                            6,098.82
                             134     2534     409      00 P 1                               25.00
                             134     2534     409      00 P 5                               50.00
                             134     2534     412      00 P 5                            1,335.90
                             134     2534     413      00 P 5                            8,359.10
                             134     2534     413      00 N 5                              421.23
                             134     2534     414      00 P 1                                6.40
                             134     2534     414      00 P 5                            4,078.85
                             134     2534     426      00 P 5                               14.66
                             134     2534     423      00 P 5                               20.18
                             134     2534     430      00 P 5                              393.61
                             134     2534     920      00 P 5                               17.31
                             134     2534     930      00 P 1                               36.60
                             134     2534     930      00 P 5                            2,172.55
                                              TOT      P5                              258,287.75
                                              TOT      N5                                  421.23
                                        ** JOB TOTALS **              **          **   258,708.98  **

                                                                                                 STATE
  SCHOLLS SEC               CONT NO       FA PROJ NOS HES 0128002 100
                             134     2541     296      00 N 9                14.96CR    12,219.36CR
                             134     2541     298      00 N 9                14.96      12,219.36
                             134     2541     401      00 P 1                            1,602.00
                             134     2541     404      00 P 1                            2,598.00
                             134     2541     407      00 P 1                            4,100.99
                             134     2541     407      00 N 1                               10.42
                             134     2541     412      00 P 1                              805.38
                             134     2541     413      00 P 1                               14.50
                             134     2541     414      00 P 1                            3,611.23
                             134     2541     419      00 P 1                               50.00CR
                             134     2541     430      00 P 1                              440.61
                             134     2541     930      00 P 1                              454.36
                                              TOT      P1                               13,577.07
                                              TOT      N1                                   10.42
                                        ** JOB TOTALS **              **          **    13,587.49  **
```

Non-Participating

```
                                          OREGON DEPARTMENT OF TRANSPORTATION
                                             JOB COST SUMMARY BY EA/SUBJOB
                                                   AS OF 11/30/86

02  HIGHWAY DIVISION

C1342532-      ALLEN BLVD-E CTY LIMITS BEAVT          EA TYPE  :   03  CONSTRUCTION OF A NEW ROUTE
  EA STATUS: 06  PROJECT IS COMPLETE - DO NOT POST F  RESP UNIT: 7740  REGION 1 UNIT - RIGHT OF WAY          TOTAL:  GRAND

                                                                                   TOTAL-        PCT OF
                                            BUDGET        CURRENT MONTH           TO-DATE        BUDGET      ENCUMBRANCE

EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                                  342.55

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT      TITLE          OBJ         DESC
     0631 FEDERAL AID GROUP  598 LUMP SUM - ENGINE

 TOTAL EXPENDITURES                                                                342.55

 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES                                                                      291.17

   843000  FEDERAL REVENUES AS OTHER FUNDS
     17  FEDEPAL AID -RIGHT OF WAY-INTER. TR                                       291.17-

 TOTAL REVENUES
```

OREGON DEPARTMENT OF TRANSPORTATION
JOB COST SUMMARY BY EA/SUBJOB
AS OF 11/30/86

02 HIGHWAY DIVISION

C1342532-011 ALLEN BLVD-E CTY LIMITS BEAVT EA TYPE : 03 CONSTRUCTION OF A NEW ROUTE
EA STATUS: 06 PROJECT IS COMPLETE - DO NOT POST F RESP UNIT: 7740 REGION 1 UNIT - RIGHT OF WAY TOTAL: GRAND

	BUDGET	CURRENT MONTH	TOTAL-TO-DATE	PCT OF BUDGET	ENCUMBRANCE
EXPENDITURES					
PRIOR TO JULY 1, 1985 EXPENDITURES			342.55		
NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL UNIT TITLE OBJ DESC					
0631 FEDERAL AID GROUP 598 LUMP SUM - ENGINE			342.55-		
TOTAL EXPENDITURES					
REVENUES					
PRIOR TO JULY 1, 1985 REVENUES			291.17		
843000 FEDERAL REVENUES AS OTHER FUNDS 17 FEDERAL AID -RIGHT OF WAY-INTER. TR			291.17-		
TOTAL REVENUES					

```
                                     OREGON DEPARTMENT OF TRANSPORTATION
                                        JOB COST SUMMARY BY EA/SUBJOB
                                              AS OF 11/30/86

02  HIGHWAY DIVISION

C1342532-010     ALLEN BLVD-E CTY LIMITS BEAVT        EA TYPE  :   03  CONSTRUCTION OF A NEW ROUTE
  EA STATUS: 06  PROJECT IS COMPLETE - DO NOT POST F  RESP UNIT: 7740  REGION 1 UNIT - RIGHT OF WAY        TOTAL:  GRAND

                                                                                 TOTAL-        PCT OF
                                                  BUDGET      CURRENT MONTH      TO-DATE       BUDGET     ENCUMBRANCE
 EXPENDITURES

  NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
    UNIT          TITLE        OBJ         DESC
    0631 FEDERAL AID GROUP  598 LUMP SUM - ENGINE                                 342.55

 TOTAL EXPENDITURES                                                               342.55
```

74/24

8-7-84

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

08/09/84

801
BILLING NUMBER 06

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
134-1038	18	XI -9091-006 APPR-823	81,783.00	97,091.89	96,215.29	85.00	81,783.00	81,783.00		
	28	XT0 -9091-006 APPR-590	29,890.68	36,166.50	36,166.50	85.00	29,890.68	29,890.68		
134-1038	PREFIX TOTALS		111,673.68	132,257.39	131,380.79		111,673.68	111,673.68		
134-1050	1	XI -9091-008 APPR-823	226,113.00	268,627.94	268,542.94	85.00	228,261.50	226,113.00	2,148.50 B	
	8	XI -9091-008 APPR-823	22,000.00	26,897.77	25,841.41	85.00	21,965.20	21,965.20		
134-1050	PREFIX TOTALS		248,113.00	294,525.71	294,384.35		250,226.70	248,078.20	2,148.50	
134-1053	18	HES -9091-007 APPR-141	58,444.40	64,938.22	64,938.22	90.00	58,444.40	58,444.40		
134-1058	18	F -0079-008 APPR-010	81,201.17	92,136.99	92,086.70	88.18	81,201.17	81,201.17		
134-1060	1	BRM -9234-008 APPR-118	261,739.00	333,708.43	329,021.09	80.00	263,216.87	261,739.00	1,477.87 B	
	8	BRM -9234-008 APPR-118	3,800.00	4,629.68	4,629.33	80.00	3,703.46	3,703.46		
134-1060	PREFIX TOTALS		265,539.00	338,338.11	333,650.42		266,920.33	265,442.46	1,477.87	
134-1064	18	X10 -9091-010 APPR-772	157,588.98	188,771.16	186,398.80	85.00	157,588.98	157,588.98		
	88	X10 -9091-010 APPR-772				85.00				
	9*			38,533.23						
134-1064	PREFIX TOTALS		157,588.98	227,304.39	186,398.80		157,588.98	157,588.98		
134-1069	1	PMS -0128-001 APPR-140	3,300.00	763.25	763.25	100.00	763.25	763.25		
134-1074	1	X10 -0079-004 APPR-580	511,530.00	668,753.57	666,837.33	85.00	566,811.73	511,530.00	56,281.73 B	
	2	X10 -0079-004 APPR-772	488,933.00	575,215.29	575,215.29	85.00	488,933.00	488,933.00		%
	8	X10 -0079-004 APPR-580	12,000.00	13,040.73	13,022.43	85.00	11,069.07	11,068.11		.%
134-1074	PREFIX TOTALS		1012,463.00	1257,009.59	1255,075.05		1066,813.80	1011,531.11	56,281.73	
134-1089	1	F -0079-009 APPR-010	106,476.00	107,737.02	107,390.41	88.15	94,664.65	94,664.65		
	8	F -0079-009 APPR-010	5,000.00	4,668.03	4,660.97	88.15	4,108.65	4,108.65		
134-1089	PREFIX TOTALS		111,476.00	112,405.05	112,051.38		98,773.30	98,773.30		
134-1093	1	HES -0128-002 APPR-141	83,988.00	91,038.94	83,549.71	90.00	75,194.74	75,194.74		
134-1096	1	X10 -9064-003 APPR-178	107,430.00	123,087.88	123,045.50	85.00	104,588.68	104,588.68		
	9			35,356.29						
134-1096	PREFIX TOTALS		107,430.00	158,443.17	123,045.50		104,588.68	104,588.68		

9404 134-1064

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-16-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building,
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 9/23/81
TO 4/16/84

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IV-9091 (10)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$227.304.39	$185,398.80	8500%	$157,588.98	$157,588.98	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

DATE

SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Denney Rd. - Hart Rd. (Beaverton) FAU 9091 (Hall Blvd.) Washington County					
	Construction					
	Type Code Y008					
	Channelization (Sta. 133+00 to Sta. 150+30)					
	Final Contract Payment Summary	Lump Sum			$ 84,583.75	
SFO	#1 Permanent Pavement Striping (State)	All Required			1,095.67	
SF03	#2 Relocate fire hydrant and watermeters (City of Beaverton)	All Required			2,509.43	
	Total Participating Type Code Y008				$ 88,188.85	
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			$ 69,100.00	
SFO	#2 Signal Controller Testing & Signal Turn-on (State)	All Required			3,675.00	
	Total Participating Type Code Y031				$ 72,775.00	
	TOTAL PARTICIPATING CONSTRUCTION COST				$160,963.85	
	Construction Engineering					
	State	All Required			$ 24,144.58	
	Misc. Project Cost					
	Audit Expense	All Required			290.37	
	Total Participating Project Cost				$185,398.80	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 22.50	
	Final Contract Payment Summary	Lump Sum			33,216.11	
SFO	#1 Permanent Pavement striping (State)	All Required			237.26	
	Construction Engineering	All Required			8,429.72	
	Total Non Participating Project Cost				$ 41,905.59	
	TOTAL PROJECT COST				$227,304.39	
	Prepared based on participating cost as shown on the Federal Billing as of 6/28/84.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JULY 1984          PAGE  191
                                                                              FISCAL          GRAND TOTAL     ACTIVE YRS
     DESCRIPTION             PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE        TO DATE        BEG    END
                                                                                                12.[illegible]7  81     8[illegible]
                              134   1060     945    00 P [illegible]                        580.[illegible]     81     82
                              134   1060     946    00 P 1                                    5.[illegible]7    81     82
                              134   1060     946    00 P 8                                   15.03             82     82
                              134   1060     948    00 P [illegible]                               .15          82     82
                              134   1060     948    00 P [illegible]                            112.50           83     83
                              134   1060     950    00 P 1                                      1.14           83     83
                              134   1060     950    00 P 8                                 329,057.34
                                             TOT       P1       36.25            36.25         4,629.70
                                             TOT       P8         .37              .37         4,687.34
                                             TOT       N1                                           .35
                                             TOT       N8
                                         ** JOB TOTALS **       36.62  **        36.62  **   338,374.73  **

                                                                                             X10 9091010      STATE  18
DENNY RD-HART RD(BEAVERTON)  CONT NO 9404 * FA PROJ NOS X10 9091010  82                     153,683.75        82     84
                              134   1064     201    00 P 1  Pay. Cont.                          500.00        84     84
                              134   1064     201    00 N 1    "     "                        32,716.11        82     82
                              134   1064     201    00 N 9    "     "                            19.35        83     83
                              134   1064     206    00 N 1  Interest                              3.15        83     83
                              134   1064     206    00 N 9     "                              1,095.67        82     84
                              134   1064     270    01 P 1  SFO#1                               237.2[illegible]  8[illegible]  84
                              134   1064     270    01 N 1     "                          [illegible],675.00   82     83
                              134   1064     270    02 P 1  SFO#2                       [illegible],509.43   82     83
                              134   1064     285    03 P 1  SFO#3                            52,810.00        82     82
                              134   1064     295    00 N 9  Tr. City                  210,[illegible].[illegible]5CR  82  84
                              134   1064     296    00 N 9  " St 3,395.78       3,395.78    157,5[illegible]0.65  8[illegible]  84
                              134   1064     298    00 N 9  " Fed 3,395.78CR    3,395.78CR   21,[illegible].77   81     84
                              134   1064     900    00 P 1  Const. Engr.                     2,615.75        81     84
                              134   1064     900    00 N 1    "     "                        5,210.98        81     84
                              134   1064     900    00 N 9    "     "                          290.37        83     84
                              134   1064     915    00 P 1  Audit   33.33          33.33                    83     84
                              134   1064     915    00 N 9          33.33CR        33.33CR        120.27      81     84
                              134   1064     920    00 P 1  Prog. Sec.                           52.85       81     84
                              134   1064     920    00 N 9    "    "                            558.88       82     84
                              134   1064     940    00 P 1  Salem Lab                           121.02       82     84
                              134   1064     940    00 N 9    "    "                              4.76       82     84
                              134   1064     941    00 P 1  Portland Lab.                         1.03       82     84
                              134   1064     941    00 N 9    "     "                           237.25       81     84
                              134   1064     944    00 P 1  Technical Serv.                      51.38       81     84
                              134   1064     944    00 N 9    "       "                         244.58       82     84
                              134   1064     945    00 P 1  Const. Sec.                          52.96       82     84
                              134   1064     945    00 N 9    "     "                           598.45       81     84
                              134   1064     946    00 P 1  Reg. Engr. Office                   129.59       81     84
                              134   1064     946    00 N 9    "    "     "                      896.62       82     84
                              134   1064     948    00 P 1  Gen. Const Engr.                    194.16       82     84
                              134   1064     948    00 N 9    "     "     "                 185,398.80
                                             TOT       P1       33.33            33.33         3,372.36
                                             TOT       N1                                     38,533.23
                                             TOT       N9       33.33CR          33.33CR     227,304.39  **
                                         ** JOB TOTALS **               **               **
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9404 STATE COPY F

cc: OSHD (Mr Coulter)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

3-29-84

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Washington		DIVISION Oregon
DATE OF REPORT 3/29/84		REPORT MADE BY T. P. Lowe		PROJECT NO. IX-9091(10)
COMPLETION DATE 9/20/82		ACCEPTANCE DATE BY CONTRACT AGENCY 6/27/83	TIME ELAPSED 100 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS 21 days		LOCATION See below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DENNY ROAD - HART ROAD (Beaverton) Section
FAU 9091 (Hall Boulevard)
Grading, Paving, & Traffic Signals

The project provided for grading, paving, and traffic signals on Hall Blvd. between Denny and Hart Roads.

The two minor items mentioned in the final inspection report have been satisfactorily resolved.

The final cost is $225,000. The original authorization was $237,000.

RECEIVED
STATE HWY ENGR
APR 16 '84
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
cy 4/19

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4/13/84	TITLE Field Operations Engineer	DATE 4/16/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev 12-79)

9404

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U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTR TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9091(10)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90150

6. TO
9 30 83

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/30/83
8. FEDERAL ROUTE NUMBER FAU 9091
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Allen Blve. (Denny Road-Hart Road Section) SW Scholls Blvd. Section

11. GENERAL DESCRIPTION OF WORK
Revised utility costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 9/21/83, contingent upon modification of project agreement if additional funds are required, I approve the revised utility costs for the relocation of the City of Beaverton's Water facilities to a TEC of $2,509.43 Federal Funds $2,133.

(Increase TEC $697.15 Federal Funds $592.50)

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
10/7

14. DATE 9/30/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

5

NOTED
E. S. HUNTER

September 21, 1983

RECEIVED
TECHNICAL SERVICES
SEP 26 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation
City of Beaverton
Denny Rd.-Hart Rd. (Beaverton) Section
FAU 9091 (Hall Blvd.)
Washington County
Project No. IX-9091(10)

Reference is made to D. E. Swan's letter of January 26, 1982 which submitted an estimate of cost for the relocation of the City of Beaverton's water facilities and to your Letter of Approval and/or Authorization, dated February 4, 1982 which approved participation in the estimated cost of $1,812.28. Copies of my letter and your PR-1240 are attached.

The relocation of the water facilities has been completed and a final billing of cost, in the amount of $2,736.51, received. The relocation costs have been audited by our Accounting Section. The audit disclosed certain costs as not eligible for reimbursement and the final cost was adjusted to $2,509.43. The final cost of $2,509.43 exceeds the estimated cost of $1,812.28 by $697.15 or 38.47%. The cost overrun is due almost entirely to an overrun of labor costs. The labor costs have been substantiated by the audit and determined not to be excessive for the type of work accomplished. Overrun is due to underestimating the labor costs.

The City of Beaverton has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $2,509.43 is requested.

JMC/GAP/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Ted Inloes
Rich Evans

. 9404

3

July 14, 1983

Fireman's Fund Insurance Company
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9404

Gentlemen or Ladies:

On July 1, 1983, we wrote to you concerning release of final payment on Contract No. 9404 awarded to Gresham Paving, Inc. for work in the Denney Rd.-Hart Rd. (Beaverton) Section of FAU 9091 (Hall Blvd.) in Washington County.

Final payment on this contract is $2,500.00. The total contract amount is $186,899.86 including $2,452.01 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Mr. B. Michael Bowen
Fidelity & Surety Specialist
Fireman's Fund Insurance Company
P.O. Box 3825
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9404

5

6-30-83

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co., Inc. No. 9368	Lake Rd. @ Oatfield Rd./34th (Milwaukie) & Oatfield Rd. @ SE Aldercrest Dr. Clackamas Co.	June 1, 1983
Dirt & Aggregate Intche., Inc. No. 9361	Glencoe Rd. & W. Union Rd. (North Plains) Washington Co.	June 1, 1983
Fabricators, Inc. No. 9297	Cape Cr. Tunnel-Sutton Lake Lane Co.	June 10, 1983
Hertz Electric, Inc. No. 9531	Pac. Hwy. W. @ N. Killingsworth St. (Portland) Multnomah Co.	June 20, 1983
Gervais Const., Inc. No. 9306	Ash Creek Bridge #4599A Polk Co.	June 21, 1983
Tice Electric Co. No. 9510	Columbia River Br. (N & S Channels) Mult. Co., Oregon & Clark Co., Wash.	June 27, 1983
Gresham Paving, Inc. No. 9404	Denny Rd.-Hart Rd. (Beaverton) Washington Co.	June 27, 1983

June 30, 1983

W. E. Schwartz

W. E. Schwartz, P.E.
Asst. State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

9404 6-28-83

ACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY WASHINGTON	CONTRACT NO. 9404	ESTIMATE NO. 7	PREFIX NO'S.
HIGHWAY FAU 9091 (HALL BLVD)	FEDERAL AID PROJECT NO. IX 9091010		
SECTION DENNEY RD-HART RD (BEAVERTON)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	1900.0000	85.000	1615.00 A	1615.0
[redacted]	[redacted]	LUMP SUM	1900.0000	15.000	[redacted]	285.0
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1700.0000	78.000	1326.00 A	1326.0
[redacted]	[redacted]	LUMP SUM	1700.0000	22.000	[redacted]	374.0
003	1P TEMPORARY SIGNS	SQ FT	8.7000	142.300	1238.01 A	1238.0
[redacted]	[redacted]	SQ FT	8.7000	119.000	[redacted]	1035.3
[redacted]	[redacted]	EACH	125.0000	4.000	[redacted]	500.0
005	1P FLAGMEN	HOUR	22.0000	290.000	6380.00 A	6380.0
[redacted]	[redacted]	HOUR	22.0000	100.000	[redacted]	2200.0
007	1P CLEARING AND GRUBBING	LUMP SUM	2000.0000	78.000	1560.00 A	1560.0
[redacted]	[redacted]	LUMP SUM	2000.0000	22.000	[redacted]	440.0
008	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1700.0000	78.000	1326.00 A	1326.0
[redacted]	[redacted]	LUMP SUM	1700.0000	22.000	[redacted]	374.0
009	1P GENERAL EXCAVATION	CU YD	5.8000	830.470	4816.73 A	4816.7
[redacted]	[redacted]	CU YD	5.8000	355.090	[redacted]	2059.5
010	1P TRENCH EXCAVATION	CU YD	7.0000	131.650	921.55 A	921.5
011	1P FINISHING ROADBED AND SLOPES	LUMP SUM	600.0000	78.000	468.00 A	468.0
[redacted]	[redacted]	LUMP SUM	600.0000	22.000	[redacted]	132.0
012	1P 1"-0 AGGREGATE BASE	TON	8.9500	70.180	628.11 A	628.1
[redacted]	[redacted]	TON	8.9500	19.790	[redacted]	177.1
013	1P TREATED BASE MIXTURE	TON	11.6000	1,419.840	16470.14 A	16470.1
[redacted]	[redacted]	TON	11.6000	407.130	[redacted]	4722.7
014	1P CEMENT IN TREATED BASE MIXTURE	TON	78.0000	60.870	4747.86 A	4747.8
[redacted]	[redacted]	TON	78.0000	18.020	[redacted]	1405.5
15	1P CLASS C ASPHALT CONCRETE	TON	32.4500	581.140	18857.99 A	18857.9
[redacted]	[redacted]	TON	32.4500	458.530	[redacted]	14879.3
016	1P 12-INCH SEWER PIPE	LIN FT	22.0000	533.000	11726.00	11726.0
017	1P EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	25.0000	30.000	750.00	750.0
018	1P CONCRETE MANHOLES	EACH	600.0000	1.000	600.00 A	600.0
019	1P CONCRETE INLETS TYPE G-2	EACH	425.0000	4.000	1700.00	1700.0
020	1P EXTRA FOR ASPHALT APPROACHES	EACH	230.0000	4.000	920.00	920.0

DATE 06 28 83 PG. 01 9404	TOTAL CONTRACT ITEMS	A. 76051 39
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	B. 28,584.51
CHECKED BY:	FORCE ACCOUNT	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	

T VOUCHER

AY DIVISION

COUNTY WASHINGTON

CONTRACT NO. 9404

ESTIMATE NO. 7

PREFIX NO'S.

HIGHWAY FAU 9091 (HALL BLVD)

FEDERAL AID PROJECT NO. IX 9091010

SECTION DENNEY RD-HART RD (BEAVERTON)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
N	LUMP SUM	1900.0000	85.000	1615.00 A	1615.00	
N	LUMP SUM	1900.0000	15.000	[illegible]	285.00	
ROTECTION AND DIR OF TRAFFIC	LUMP SUM	1700.0000	78.000	1326.00 A	1326.00	
ROTECTION AND DIR OF TRAFFIC	LUMP SUM	1700.0000	22.000	[illegible]	374.00	
IGNS	SQ FT	8.7000	142.300	1238.01 A	1238.01	
IGNS	SQ FT	8.7000	119.000	[illegible]	1035.30	
ARRICADES	EACH	125.0000	4.000	[illegible]	500.00	
	HOUR	22.0000	290.000	6380.00 A	6380.00	
	HOUR	22.0000	100.000	[illegible]	2200.00	
D GRUBBING	LUMP SUM	2000.0000	78.000	1560.00 A	1560.00	
D GRUBBING	LUMP SUM	2000.0000	22.000	[illegible]	440.00	
STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1700.0000	78.000	1326.00 A	1326.00	
STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1700.0000	22.000	[illegible]	374.00	
CAVATION	CU YD	5.8000	830.470	4816.73 A	4816.73	
CAVATION	CU YD	5.8000	355.090	~~2059.52~~	2059.52	
VATION	CU YD	7.0000	131.650	921.55 A	921.55	
ROADBED AND SLOPES	LUMP SUM	600.0000	78.000	468.00 A	468.00	
OADBED AND SLOPES	LUMP SUM	600.0000	22.000	[illegible]	132.00	
ATE BASE	TON	8.9500	70.180	628.11 A	628.11	
ATE BASE	TON	8.9500	19.790	[illegible]	177.12	
E MIXTURE	TON	11.6000	1,419.840	16470.14 A	16470.14	
E MIXTURE	TON	11.6000	407.130	[illegible]	4722.71	
REATED BASE MIXTURE	TON	78.0000	60.870	4747.86 A	4747.86	
REATED BASE MIXTURE	TON	78.0000	18.020	[illegible]	1405.56	
PHALT CONCRETE	TON	32.4500	581.140	18857.99 A	18857.99	
PHALT CONCRETE	TON	32.4500	458.530	[illegible]	14879.30	
ER PIPE	LIN FT	22.0000	533.000	11726.00	11726.00	
PIPE UNDER PAVEMENT	LIN FT	25.0000	30.000	750.00 A	750.00	
ANHOLES	EACH	600.0000	1.000	600.00	600.00	
NLETS TYPE G-2	EACH	425.0000	4.000	1700.00	1700.00	
ASPHALT APPROACHES	EACH	230.0000	4.000	920.00	920.00	
PG. 01 9404	TOTAL CONTRACT ITEMS			A. 76051	39	
	% RETAINED ON CONTRACT ITEMS			B. 28,58	4.51	
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

ACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	9404
ESTIMATE NO.	7
FEDERAL AID PROJECT NO.	
PREFIX NO'S.	

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOU
022	9N EXTRA FOR ASPHALT	APPROACHES	EACH	230.0000	6.000	1380.00		1380.
023	1P DRAINAGE CURBS		LIN FT	1.8500	687.000	1270.95	A	1270.
023	9N DRAINAGE CURBS		LIN FT	1.8500	1,036.000	1916.60		1916
024	1P ADJUSTING MANHOLES		EACH	165.0000	4.000	660.00	A	660
[illegible]	[illegible] ADJUSTING MANHOLES		EACH	165.0000	3.000	[illegible]		495
[illegible]	[illegible] FURNISHING AND SETTING	MAILBOX POSTS	EACH	70.0000	12.000	840.00		840
026	1P REMOVAL OF EXISTING SIGN	INSTALLATIONS	LUMP SUM	1200.0000	100.000	1200.00		1200
027	1P WOOD SIGN POSTS		LUMP SUM	800.0000	100.000	800.00		800
028	1P TYPE C AND D SIGNS IN	PLACE	SQ FT	9.0000	78.600	707.40	A	707
029	1P TYPE I AND T SIGNS IN	PLACE	SQ FT	12.0000	28.500	342.00		342
030	1P MOVE AND REINSTALL	EXISTING SIGN	LUMP SUM	1100.0000	100.000	1100.00		1100
031	1P TRAFFIC SIGNAL INSTALL	COMPLETE	LUMP SUM	69100.0000	100.000	69100.00	B	69100
	ADJUSTMENT ITEMS							
6001	1P LIQUIDATED DAMAGES		DAY	150.0000-	21.000	3150.00-		3150
6001A	1P TIME EXTENSION APPROVED	10-22-82	DAY	150.0000	21.000	3150.00		3150
	FORCE ACCOUNT ITEMS							
801	1P STRIPING REMOVAL					1094.48	A	1094
802	1P PAVE SHLDRS & DRIVEWAYS; ADJ WATER VAULT					1357.53		1357

Type Code	"P" Construction	"N" Construction	Total Cost
4008	$84583.75	$33,216.11	
4031	$69,100.00		
	$153,683.75	$33,216.11	$186,899.86

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

			AMOUNT TO DATE	PREVIOUS AMOU
DATE 06 28 83 PG. 02 9404		TOTAL CONTRACT ITEMS	184447.85	184447
PREVIOUS VOUCHER NO. 50222	-	% RETAINED ON CONTRACT ITEMS		2,500.00
CHECKED BY: RMW/CSM	A. 8,532.36	FORCE ACCOUNT	2452.01	2452
ENGINEER OR AUDITOR H HARRIS	N 4,631.60	TOTAL PAYMENTS	186,899.86	184,399.86

NT VOUCHER

AY DIVISION

COUNTY	CONTRACT NO. 9404	ESTIMATE NO. 7	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
SPHALT	APPROACHES	EACH	230.0000	6.000	1380.00		1380.00	
URBS		LIN FT	1.8500	687.000	1270.95	A	1270.95	
URBS		LIN FT	1.8500	1,036.000	1916.60		1916.60	
MANHOLES		EACH	165.0000	4.000	660.00	A	660.00	
MANHOLES		EACH	165.0000	3.000	[illegible]		495.00	
AND SETTING	MAILBOX POSTS	EACH	70.0000	12.000	840.00		840.00	
EXISTING SIGN	INSTALLATIONS	LUMP SUM	1200.0000	100.000	1200.00		1200.00	
OSTS		LUMP SUM	800.0000	100.000	800.00		800.00	
D SIGNS IN	PLACE	SQ FT	9.0000	78.600	707.40	A	707.40	
T SIGNS IN	PLACE	SQ FT	12.0000	28.500	342.00		342.00	
EINSTALL	EXISTING SIGN	LUMP SUM	1100.0000	100.000	1100.00		1100.00	
GNAL INSTALL	COMPLETE	LUMP SUM	69100.0000	100.000	69100.00	B	69100.00	
NT ITEMS								
DAMAGES		DAY	150.0000-	21.000	3150.00-		3150.00-	
SION APPROVED	10-22-82	DAY	150.0000	21.000	3150.00		3150.00	
COUNT ITEMS								
EMOVAL					1094.48	A	1094.48	
S & DRIVEWAYS!	ADJ WATER VAULT				1357.53		1357.53	

"N" Construction Total Cost

$33,216.11

$33,216.11 $186,899.86

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

PG. 02 9404			TOTAL CONTRACT ITEMS	184447.85	184447.85	
50222		-	% RETAINED ON CONTRACT ITEMS		2,500.00	~~XXXX~~ 2,500.00
RMW/CSM	A.	8,532.36	FORCE ACCOUNT	2452.01	2452.01	
H HARRIS	N	4,631,60	TOTAL PAYMENTS	186,899.86	184,399.86	2,500.00

9404

January 13, 1983

Klein & Hand, P.C.
Attorneys at Law
P. O. Box 377
Woodburn, OR 97071

CON 5
#9404

Attention: Lucien S. Klein

Gentlemen or Ladies:

Thank you for your letter of December 28, 1982, on behalf of Cantel, Incorporated, informing us that their claim has been paid in full.

You state this was in connection with the Gresham Paving, Inc., Contract No. 9404 for work on Denney Road-Hart Road (Beaverton) Section Project of Hall Boulevard in Washington County.

We assume that this claim was for rentals and sales of hazard warning equipment in the amount of $63.19 which was filed on December 3, 1982.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Co. Insurance
P. O. Box 16278
Portland, OR 97216

Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

NOTED ON
1-12 83

b

KLEIN & HAND, P.C.
ATTORNEYS AT LAW

LUCIEN S. KLEIN
PHILIP J. HAND

397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

AREA CODE 503
TELEPHONE 981-0101

December 28, 1982

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97301

Re: Your file no. CON 5
#9404

Dear Mr. Gormsen:

In behalf of my client, Cantel, Incorporated, I am advising you that Cantel, Incorporated has been paid in full for its claim filed against Gresham Paving, Inc., for Contract No. 9404, for the work on Denney Road - Hart Road (Beaverton) Section of Hall Boulevard in Washington County, Oregon.

Very truly yours,

Lucien S. Klein

LUCIEN S. KLEIN

LSK:cad

RECEIVED
DEC 30 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL-82-233 9404

files B

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 13 1982
NORMA PAULUS
SECRETARY OF STATE

December 10, 1982

IN REPLY REFER TO:
FILE NO.:

CON 5
#9404

Klein & Hand, P.C.
Attorneys at Law
P. O. Box 377
Woodburn, OR 97071

RECEIVED
DEC 14 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Lucien S. Klein

Gentlemen or Ladies:

This will acknowledge your letter of December 3 with attached Notice of Claim from your client, Cantel Incorporated, concerning the following Highway Division contract:

FILED BY:	Cantel Incorporated
AMOUNT:	$63.19
FOR:	Rentals and sales of hazard warning equipment
AGAINST (Prime contractor):	Gresham Paving, Inc.
CONTRACT NO.:	9404
PROJECT:	Denney Road-Hart Road (Beaverton) Section of Hall Boulevard in Washington County
SURETY:	Fireman's Fund Insurance Co.
AGENT:	Boyd & Co. Insurance

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED
12-20-82 jo

FKN:dc

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Boyd & Company Insurance
P. O. Box 16278
Portland, OR 97216

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

KLEIN & HAND, P.C.
ATTORNEYS AT LAW
397 NORTH FIRST STREET
P.O. BOX 377
WOODBURN, OREGON 97071

LUCIEN S. KLEIN
PHILIP J. HAND

AREA CODE 503
TELEPHONE 981-0101

December 3, 1982

CERTIFIED MAIL NO. P329 781 032
RETURN RECEIPT REQUESTED

Mr. Robert W. Gormsen, Manager
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Enclosed is a Notice of Claim executed by Cantel, Incorporated against the bond of Gresham Paving, Inc. for the State Highway Project described in the Notice of Claim.

Copies of this Notice of Claim, substantiating invoices, statement, telephone log, and Proof of Claim are being sent to Mr. Thane W. Tienson, attorney for Fireman's Fund Insurance Company.

Very truly yours,

Lucien S. Klein

LUCIEN S. KLEIN

LSK:cad

Enclosure

RECEIVED
DEC 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Department of Transportation
State Highway Division

Notice hereby is given that the undersigned, CANTEL INCORPORATED, has a claim for rentals and sales of hazard warning equipment in the sum of $63.19 against the bond taken from Fireman's Fund Insurance Companies as surety for Gresham Paving, Inc., as principal, for the work of Contract No. 9404, Denny-Hart Road Project in Washington County, Oregon.

Dated: December 3, 1982.

CANTEL INCORPORATED

By: Raymond Kahl
President

RECEIVED
DEC 6 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9404

11-9-82

County

PROJECT: DENNEY RD. - HART RD.
HIGHWAY: FAU 9091 (HALL BLVD.)
COUNTY: WASHINGTON
PROJECT MANAGER: E. RODRIGUEZ

CONTRACT NO.: 9404
PREFIX NO.: 134-1064
F.A. NO.: IX-9091(10)
CONTRACTOR: GRESHAM PAVING, INC.

NARRATIVE REPORT

Vorstveg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlie

RECEIVED
NOV 09 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

THE SPECIAL PROVISIONS SHOULD POINT OUT THAT PROJECTS FALLING INSIDE CITY LIMITS SUCH AS THIS ONE WILL BE SUBJECT TO MEETING THE STATE'S REQUIREMENTS AS WELL AS THE CITY'S CODES. NOT THAT THERE IS ANY MAJOR CONFLICT, BUT SOME CITIES JUST DO NOT APPRECIATE HAVING THE TRAFFIC FLOW INTERRUPTED. IN A STREET SYSTEM, WITH SEVERAL OPTIONS OR DETOURS AVAILABLE, SOMETIMES IT IS MORE PRACTICAL AND SAFER TO KEEP THE TRAFFIC MOVING VIA TEMPORARY DETOURS THAN IT IS TO HAVE ONE-WAY TRAFFIC THROUGH THE CONSTRUCTION ZONE. AT THE PRE-CONSTRUCTION CONFERENCE, THE CITY TRAFFIC ENGINEER WAS AMAZED TO FIND OUT THAT THE STATE HAD PLANNED TO USE PILOT CARS TO GUIDE THE TRAFFIC DURING THE BASE AND PAVING OPERATIONS. SINCE CITY ORDINANCES PROHIBITED THE INTERRUPTION OF TRAFFIC ON SEVERAL DESIGNATED STREETS DURING RUSH HOURS, THE USE OF DETOURS WAS IMPLEMENTED IN ORDER TO KEEP THE TRAFFIC MOVING. AS A RESULT, THE NEED FOR PILOT CARS WAS ELIMINATED, THE OVERALL SAVINGS WERE CONSIDERABLE AND NO TRAFFIC TIE-UPS OR DELAYS OCCURRED. Field should determine this before job to Final Des. If we are to do, we will. (Engr's Narrative)

11-10-82

GENERAL EXCAVATION

ON SMALL JOBS HAVING IRREGULAR AREAS TO BE EXCAVATED, THE EXCAVATION ITEM SHOULD BE ON A LUMP SUM BASIS RATHER THAN BY THE CUBIC YARD. NOT ONLY WOULD THERE BE A SAVINGS IN ENGINEERING BUT ALSO, THE CONTRACTOR could not question the quantities nor ask for a remeasure.

Treated Base Mixture

The contractor had the option of furnishing either cement treated or bituminous base and the plant mix cement treated mixture was used. The results were less than satisfactory mainly because the areas to be treated were too narrow and irregular to accomodate the usual construction equipment. Trying to place two 6-inch lifts of base in areas tapering from 0 to 7 feet in width is not very efficient nor practical way to widen short sections of roadway and still meet the compaction specifications.

Perhaps we should consider different alternatives such as a modified concrete mix, using 3 to 4 bags of cement to the cubic yard, with a 2 to 3 inch slump, delivered in ready-mix concrete trucks which can discharge directly where needed. The full 12-inch depth can be placed, vibrated and finished to grade with less manpower and without the usual heavy equipment needed to process a cement treated base. Obviously, the percent of cement needed for this type of base would have to be increased from the normal 5% to 8 of 9% and the pay item would have to be by the cubic yard, truck measure, making it slightly more expensive, but on small jobs, this may be the best way to go. On bigger jobs, both items could be included, by the ton or by the cubic yard as determined by the Project Manager.

STRENGTHWISE, A 3 SACK MIX CAN DEVELOP AT LEAST 1,000 PSI WHICH IS A BEARING CAPACITY OF 72 TONS PER SQUARE FOOT. MORE CEMENT WOULD, OF COURSE, INCREASE THE STRENGTH OF THE BASE.

CLASS "C" ASPHALT CONCRETE

NO PROBLEMS NOR ANYTHING UNUSUAL HERE BUT PERHAPS THE SPECIAL PROVISIONS SHOULD MENTION THAT SOME CLASS "C" ASPHALT WILL BE REQUIRED FOR A LEVELING COURSE AS DETERMINED BY THE PROJECT MANAGER. AS A MATTER OF FACT, THIS KIND OF LANGUAGE SHOULD BE INCLUDED ON ALL JOBS WITH OVERLAYS AND ALL ASPHALT SHOULD BE PAID UNDER ONE BID PRICE.

ONE ITEM THAT CAUSED THE CONTRACTOR CONSIDERABLE TROUBLE WAS THE CONSTRUCTION OF AN ASPHALT VALLEY GUTTER. PERHAPS THIS TAKES SPECIAL EQUIPMENT OR MORE EXPERIENCED PERSONNEL, BUT THE CONTRACTOR COULD NOT PRODUCE ANYTHING RESEMBLING THE PLAN DIMENSIONS. IN THE END, THE VALLEY GUTTER WAS ELIMINATED AND A STANDARDDRAIN CURB WAS SUBSTITUTED IN ITS PLACE AT A SLIGHT INCREASE IN COST.

AT THE REQUEST OF THE CITY, THE ASPHALT WALKS WERE ELIMINATED AND PERHAPS THIS WAS A WISE DECISION AS THE CONTRACTOR WAS NOT LOOKING FORWARD TO PAVING A 4-FOOT SIDEWALK. THE NET RESULTS WERE MORE SAVINGS AND PERHAPS A BETTER LOOKING JOB.

SIGNING, SIGNALS, ETC.

NO PROBLEMS OF ANY KIND WERE ENCOUNTERED AND SINCE THESE ITEMS ARE ONLY TEMPORARY UNTIL THE SECTION IS WIDENED TO FOUR LANES, THE CITY WAS SATISFIED WITH THE FINAL RESULTS.

9404

B

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DENNEY ROAD - HART ROAD

WEEK ENDING: OCTOBER 30, 1982

SECTION PREFIX: 134-1064

HIGHWAY: HALL BLVD. (FAU-9091)

COUNTY: WASHINGTON

NAME OF JOB: DENNEY ROAD - HART ROAD

KIND OF WORK: GRADING, PAVING AND TRAFFIC SIGNAL

CONTRACTOR: GRESHAM PAVING COMPANY, INC.

CONTRACT NUMBER: 9404

FEDERAL AID PROJECT NUMBER: IX-9091(10)

DATE OF CONTRACT: OCTOBER 28, 1981

DATE WORK STARTED: MAY 17, 1982

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 221

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 111

PROJECT AUTHORIZATION: $ 237,031.92

EXCLUSIVE OF ENGINEERING: $ 218,236.44

ENGINEERING AUTHORIZATION: $ 18,795.48

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 208,246.68

ENGINEERING COST TO DATE: $ 19,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: XXXXX UNDERRUN 4.58%

PERCENT OF AUTHORIZATION: 101 %

DATE PROJECT WAS COMPLETED: SEPTEMBER 20, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

[redacted].	TRAFFIC SIGNAL INSTALLATION						
PERCENT	100						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	24	CLOUDY/SHOWERS	0	0	
MONDAY	25	OVERCAST/SHOWERS	0	0	
TUESDAY	26	OVERCAST	0	0	
WEDNESDAY	27	OVERCAST	0	0	
THURSDAY	28	OVERCAST/RAIN	0	0	
FRIDAY	29	OVERCAST/SHOWERS	0	0	
SATURDAY	30		0	0	

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CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

24 SUNDAY	NO ACTIVITY ALL WEEK.
25 MONDAY	
26 TUESDAY	
27 WEDNESDAY	
28 THURSDAY	
29 FRIDAY	
30 SATURDAY	

REMARKS

STATUS TO DATE: PROJECT COMPLETE, LAST WEEKLY REPORT.
SEMI-FINAL TO FOLLOW.

SIGNED E Rodriguez LOCATION BEAVERTON
E. RODRIGUEZ PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9404

2

October 25, 1982

Mitchell, Lang & Smith
Attorneys at Law
101 S.W. Main Street
Portland, OR 97204

CSN 5
#9255, 9250, 9404,
9397, 9396, 9391

Attention: Thane W. Tienson

Gentlemen:

This will acknowledge your letter of October 7 stating that you represent Fireman's Fund Insurance Company, surety for Gresham Paving, Inc., on Contract Nos. 9255, 9250, 9404, 9397, 9396 and 9391.

As requested in that letter, the Highway Division will make the checks for the contract balances on all the above projects payable to Gresham Paving Company, & Fireman's Fund Insurance Companies and mailed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Sincerely,

NOTED O[illegible]
ac 10-25-82

Robert W. Gormsen
COMMISSION SERVICES

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Mr. B. Michael Bowen
Fidelity & Surety Specialist
Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

Boyd & Company Insurance
10201 S.E. Washington St.
Portland, OR 97216

bc: Jack Sollis
C. T. Keasey
Robert Church
Jan Peterson
Ed Hardt
Charles Lobaugh
Jim McManus
Willard Hoffman

fkn;dc

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE 667-1102

4540 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

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OCT 15 1982
LEGAL

October 13, 1982

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: State Contract No.'s: 9391, 9396
9397, 9404, 9250 & 9255

Attention: Robert Gormsen

Dear Mr. Gormsen,

As discussed with you yesterday by phone this letter will authorize the payment of our checks to be issued in our name and mailed directly to our bonding company (Fireman's Fund Insurance Co.).

Please contact me if you have any questions.

Sincerely,

GRESHAM PAVING, INC.

Scott F. Pickens
President

cc: Mike Bowen - Fireman's Fund
Thain Tienson - Attorney

JC

10-15-82

RECEIVED
OCT 15 1982
CON[illegible]CES
DEPARTMENT OF TRANSPORTATION

ECEIV

MITCHELL, LANG & SMITH
ATTORNEYS AT LAW
2000 ONE MAIN PLACE
101 S. W. MAIN STREET
PORTLAND, OREGON 97204
TELEPHONE (503) 221-1011

CHARLES T. SMITH
RICHARD L. LANG
WM. H. MITCHELL
JEFFREY M. KILMER
WILLIAM A. MASTERS
WM. KELLY OLSON
E. PENNOCK GHEEN
MICHAEL A. LEHNER
DENNIS J. HUBEL
BRUCE M. WHITE
THANE W. TIENSON
MARGARET LEEK LEIBERAN

DONALD E. HERSHISER
OF COUNSEL

ANDREW R. CHENOWETH
REX A. MALOTT
BRUCE L. SCHAFER
STEPHEN C. VOORHEES
JAMES R. MARTIN
JOHN A. WITTMAYER
MARK R. MOLINE

October 7, 1982

10/12/82
Bob called
contractor
to get letter
of ok from
them

Mr. Robert Gormsen
Commission Services
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

RE: OSHD Jobs 9391, 9396, 9397, 9404, 9250, & 9255
Our File No. 250/30662-0

Dear Mr. Gormsen:

I represent Fireman's Fund Insurance Company, the surety for Gresham Paving, on the above-captioned projects. I hereby direct you to make your checks for the contract balances on all projects payable to "Gresham Paving Company, c/o Fireman's Fund Insurance Companies". All checks should be directed to:

Mr. B. Michael Bowen
Fidelity and Surety Specialist
FIREMAN'S FUND INSURANCE COMPANY
Post Office Box 3825
Portland, Oregon 97208

I've enclosed a copy of the General Indemnity Agreement executed by Gresham Paving Company and the principals involved, Scott and Charlene Pickens. As you will observe, the terms of the agreement permit Fireman's Fund to request all monies owed to Gresham Paving on the projects bonded by Fireman's Fund Insurance Company to be directed to Fireman's Fund. This authority is granted to Fireman's Fund in the event of a failure by Gresham Paving to pay for labor or

[illegible]

materials in the prosecution of the contract (see paragraphs 4 and 5). As you are no doubt aware, there have been such failures, and it is for that reason that this request is being made.

Thank you for your cooperation. Please call me if you have any questions.

Very truly yours,

Thane W. Tienson

TWT:dj
Enclosures

cc: Jan Peterson
Michael Bowen
Robert D. Church

RECEIVED
OCT 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FIREMAN'S FUND
INSURANCE COMPANIES

☐ FIREMAN'S FUND INSURANCE COMPANY
☐ THE AMERICAN INSURANCE COMPANY
☐ NATIONAL SURETY CORPORATION
☐ ASSOCIATED INDEMNITY CORPORATION
☐ AMERICAN AUTOMOBILE INSURANCE COMPANY

Copy to H.O.

GENERAL INDEMNITY AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, that whereas the undersigned, hereinafter called Indemnitors, have requested and do hereby request FIREMAN'S FUND INSURANCE COMPANY, THE AMERICAN INSURANCE COMPANY, NATIONAL SURETY CORPORATION, ASSOCIATED INDEMNITY CORPORATION or AMERICAN AUTOMOBILE INSURANCE COMPANY, as the case may be, any one or all hereinafter referred to as Surety, to execute or procure the execution of such bonds, undertakings or recognizances (all of which are hereinafter included within the term "bond or bonds") as have been and such as may hereafter be applied for directly or through an agent, attorney or other representative or required, solely or as co-adventurer with others, by any of the Indemnitors or by any person, firm, corporation or association whose name shall, for that purpose, have been furnished to the Surety by any of the Indemnitors, it being understood and agreed that this instrument shall cover all bonds so applied for and executed, whether or not this instrument is referred to or mentioned in connection therewith;

NOW, THEREFORE, in consideration of the premises and of the execution or continuance of such bonds, the Indemnitors for themselves, their heirs, executors, administrators, successors and assigns, do hereby jointly and severally, covenant and agree with the Surety, its successors and assigns, as follows:

1. The Indemnitors will pay, when due, all premiums for each of such bonds in accordance with the Surety's regular manual rates in effect on the date such bond becomes effective, as long as liability thereunder shall continue, and until the Surety is furnished with evidence satisfactory to the Surety of its discharge or release from the bonds, or of all liability by reason thereof.

2. The Indemnitors will indemnify the Surety against any and all liability, loss, costs, damages, fees of attorneys and other expenses which the Surety may sustain or incur by reason of, or in consequence of the execution of such bonds and any renewal, continuation or successor thereof, including but not limited to, sums paid or liabilities incurred in settlement of, and expenses paid or incurred in connection with claims, suits, or judgments under such bonds, expenses paid or incurred in enforcing the terms hereof, in procuring or attempting to procure release from liability, or in recovering or attempting to recover losses or expenses paid or incurred, as aforesaid.

3. If the Surety shall set up a reserve to cover any liability, claim asserted, suit or judgment under any such bond, the Indemnitors will, immediately upon demand and whether or not the Surety shall have made any payment therefor, deposit with the Surety a sum of money equal to such reserve and any increase thereof as collateral security on such bond, and such sum and any other money or property which shall have been or shall hereafter be pledged as collateral security on any such bond shall be available, in the discretion of the Surety, as collateral security on all bonds coming within the scope of this instrument or for any other indebtedness of the Indemnitors to the Surety; and any such collateral security shall be held subject to the terms of the Surety's regular form of receipt for collateral, which is by reference made a part hereof.

4. If any such bond be given in connection with a contract, the Surety in its sole discretion is hereby authorized, but not required, (a) to consent to any change in the contract or in the plans and specifications relating thereto; (b) to make or guarantee advances or loans for the purposes of the contract without any obligation to see to the application thereof, it being understood that the amount of all such advances or loans shall be conclusively presumed to be a loss hereunder for which the Indemnitors are liable; (c) in the event of any default in the performance of the contract, or the breach of this agreement or of any bond connected therewith, or the failure to diligently prosecute the work under any contract, or to pay for labor and materials used in the prosecution of the contract, or in the event work has ceased or been suspended on any contract or contracts covered by any said bonds, to take possession of the work under the contract, and, at the expense of the Indemnitors, to complete the contract or cause the same to be completed or to consent to the completion thereof, and to take any other action which the Surety may deem appropriate. In the event that the Surety takes possession of the work as above provided, the Indemnitors hereby release and discharge the Surety, in this connection, from all liability for all its actions and omissions except for deliberate malfeasance.

5. The Indemnitors hereby assign, transfer, pledge and convey to the Surety (effective as of the date of each such bond, but only in the event of default, breach or failure as referred to in preceding Section 4.), as collateral security, to secure the obligations hereunder and any other indebtedness and liabilities of the Indemnitors to the Surety, all of their rights under the contracts, referred to in such bonds, including their right, title and interest in and to (1) all subcontracts let in connection therewith and such subcontractors' surety bonds, (2) all machinery, plant, equipment, tools and materials which shall be upon the site or sites of the work or elsewhere for the purposes of the contracts, including all materials ordered for the contracts, and (3) any and all sums due or which may thereafter become due under such contracts and all sums due or to become due on all other contracts, bonded or unbonded, in which any or all of the Indemnitors have an interest.

6. The Surety may at its option, file or record this agreement or any other document executed by any or all of the Indemnitors, individually or jointly, in connection with application, issuance or execution of any bond or bonds, as a security agreement or as part of a financing statement or as notice of its prior interest and assignment under the provisions of the Uniform

Commercial Code or any other statute or regulation of any jurisdiction or agency, but that the filing or recording of such document shall be solely at the option of the Surety and that the failure to do so shall not release or impair any of the obligations of the Indemnitors under this agreement.

7. If any of the bonds are executed in connection with a contract which by its terms or by law prohibits assignment of contract proceeds, or any part thereof, the Indemnitors covenant and agree to hold all money or other proceeds of the contract, whether received as payment or loan, as a trust for the benefit of the Surety and to use such money or other proceeds for the purpose of performing the contract and discharging the obligation of the bond, and for no other purpose, until the bond is completely exonerated.

8. The Surety shall have the exclusive right to decide and determine whether any claim, liability, suit or judgment made or brought against the Surety or the Indemnitors or any one of them on any such bond shall or shall not be paid, compromised, resisted, defended, tried or appealed, and the Surety's decision thereon, if made in good faith shall be final and binding upon the Indemnitors, unless the Indemnitors shall request the Surety to litigate such claim or demand, or to defend such suit, or to appeal from such judgment, and shall deposit with the Surety, at the time of such request, cash or collateral satisfactory to the Surety in kind and amount, to be used in paying any judgment or judgments rendered or that may be rendered, with interest, costs, expenses and attorneys fees, including those of the Surety. An itemized statement of payments made by the Surety for any of the purposes specified herein, sworn to by an officer of the Surety, or the voucher or vouchers for such payments, shall be prima facie evidence of the liability of the Indemnitors to reimburse the Surety for such payments, with interest.

9. The Indemnitors hereby authorize the Surety in its sole discretion to do the following: (a) from time to time to make or consent to any change in, or issue any substitute for or renewal of, any such bond, or in any contract referred to in any such bond, and this instrument shall apply to such substituted or changed bond or renewal; (b) if any such bond be given in an action or proceeding in any court, to recognize any attorney of record in such action or proceeding for any party thereto at the date of the execution of such bond as the authorized representative of such party until the Surety shall have been fully discharged from liability under such bond; (c) to take such steps as the Surety may deem necessary or proper to obtain release from liability from any such bond.

10. The Indemnitors hereby waive notice of the execution of any such bonds or of any act, fact or information coming to the notice or knowledge of the Surety concerning or affecting its rights or liabilities under any such bond or rights or liabilities of the Indemnitors hereunder, notice of all such being hereby expressly waived.

11. If the Surety shall procure any other company or companies to execute or join with it in executing, or to reinsure, any such bonds, this instrument shall inure to the benefit of such other company or companies, its or their successors and assigns, so as to give to it or them a direct right of action against the Indemnitors to enforce this instrument and, in that event, the word "Surety", wherever used herein, shall be deemed to include such company or companies, as their respective interests may appear.

12. The liability of the Indemnitors hereunder shall not be affected by the failure of any party to sign any such bond nor by any claim that other indemnity or security was to have been obtained nor by the release of any indemnity, or Indemnitor, nor the return or exchange of any collateral that may have been obtained; and if any party signing this instrument is not bound for any reason this obligation shall still be binding upon each and every other party.

13. Separate suits may be brought hereunder as causes of action accrue, and suit may be brought against any or all of the Indemnitors; and suit or suits upon one or more causes of action, or against one or more of the Indemnitors, shall not prejudice or bar subsequent suits against any other or all of the Indemnitors on the same or any other cause or causes of action, whether theretofore or thereafter accruing.

14. The Indemnitors waive any defense that this instrument was executed subsequent to the date of any such bond, admitting and covenanting that such bond was executed pursuant to the Indemnitors' request and in reliance on the Indemnitors' promise to execute this instrument. In the event any part of this indemnity agreement shall be void under the law of the place governing the construction hereof, then such part only shall be considered as deleted and the remainder of this agreement shall endure in full force and effect.

15. The Surety, at its option, may decline to execute or participate in or procure the execution of any such bonds.

16. Wherever used in this instrument the plural term shall include the singular and the singular shall include the plural, as the circumstances require.

17. The Indemnitors hereby irrevocably nominate, constitute, appoint and designate the Surety or its designee as their Attorney in Fact with the right, but not the obligation, to exercise all of the rights of Indemnitors assigned, transferred and set over to the Surety in this Agreement, and in the name of the Indemnitors or any of them to make, execute and deliver any and all additional or other assignments, documents or papers, including but not limited to the execution of instruments referred to in Section 5, and the endorsement of checks or other instruments representing payment of contract monies, deemed necessary and proper by the Surety in order to give full effect not only to the intent and meaning of the within assignments, but also to the full protection intended to be herein given to the Surety under all other provisions of this Agreement. The Indemnitors hereby ratify and affirm all acts and actions taken and done by the Surety or its designee as such Attorney in Fact.

18. The Indemnitors hereby waive and abandon, so far as their respective obligations under this agreement are concerned, all rights to claim any of the property, including the respective homesteads, as exempt from levy, execution, sale or other legal process under the laws of any state, territory, or possession.

19. The obligation of the Indemnitors hereunder shall be continuous; provided, however, that any of the Indemnitors may give the Surety not less than thirty days written notice by registered mail of his desire to terminate this agreement but any such notice of termination shall not operate to modify, bar, discharge, limit, affect or impair his liability hereunder on or by reason of any such bond executed prior to the termination of such thirty days.

20. This agreement may not be changed or modified orally. No change or modification shall be effective unless specifically agreed in writing.

IN TESTIMONY WHEREOF, th demnitors, intending to be legally bound by, have hereunto set their hands and affixed their seals this 23rd day of February, 19 81.

Witness or Attest

GRESHAM PAVING, INC.

By: ______ (Seal)
Scott Pickens, President

P. O. Address

By: ______ (Seal)
Scott Pickens, Individually

P. O. Address

By: Charlene Pickens (Seal)
Charlene Pickens, Individually

P. O. Address

______ (Seal)

P. O. Address

______ (Seal)

P. O. Address

INDIVIDUAL(S) ACKNOWLEDGMENT

STATE OF Oregon }
COUNTY OF Multnomah } ss:

On this June 2, 81 day of ______, 19___, before me personally came Scott Pickens & Charlene Pickens, to me known and known to me to be the *individual(s)* who executed the foregoing instrument, and acknowledged that they executed same.

Cynthia L. Patterson
NOTARY PUBLIC

PARTNER(S) ACKNOWLEDGMENT

STATE OF ______ }
COUNTY OF ______ } ss:

On this ______ day of ______, 19___, before me personally came ______, to me known, and stated that ___he___ is (are) *partner(s)* in the firm of ______ and acknowledged that ___he___ executed the foregoing instrument as the act of the said firm.

______
NOTARY PUBLIC

(FOR CORPORATE ACKNOWLEDGMENT(S) SEE FOLLOWING PAGE)

CORPORATE ACKNOWLEDGMENT(S)

STATE OF Oregon }
COUNTY OF Multnomah } ss:

On this 2nd day of June, 19 81, before me personally came Scott Pickens, to me known, who, being by me duly sworn, did depose and say that he resides in Boring, Oregon, that he is the President of the GRESHAM PAVING, INC. the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

Cynthia L. Patterson
NOTARY PUBLIC

STATE OF ______ }
COUNTY OF ______ } ss:

On this ______ day of ______, 19___, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______ the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

______
NOTARY PUBLIC

STATE OF ______ }
COUNTY OF ______ } ss:

On this ______ day of ______, 19___, before me personally came ______, to me known, who, being by me duly sworn, did depose and say that he resides in ______, that he is the ______ of the ______ the *corporation* which executed the foregoing instrument; that he knows the seal of the said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of the said corporation, and that he signed his name to the said instrument by like order.

______
NOTARY PUBLIC

9404

L

October 22, 1982

CON

Gresham Paving, Inc.
4540 S.E. 174th Avenue
Portland, OR 97236

Time Extension Request
Denny Road-Hart Road (Beaverton)
Contract No. 9404
FAP No. IX-9091(10)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. A contract time extension of 21 calendar workdays is granted due to the extra and additional work performed.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E., P.L.S.
Assistant State Highway Engineer

WES:OBJ:mk

bc: C. T. Keasey
Al Harwood, w/att.
E. Rodriguez, w/att.
FHWA, w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

FHWA

TO: DUANE CHRISTENSEN
Construction Operations Engineer

DATE: October 12, 1982

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: DENNEY RD.-HART RD.
(BEAVERTON)
Contract No. 9404

Attached is a time extension request from Gresham Paving, asking for 21 days, the amount of the overrun.

Hank Rodriguez has analyzed each of the items in the contractor's request and has justified 22 days. Hank's analysis looks very good and reasonable, and the 21 day request by the contractor is recommended.

10-20-82

W. E. Schwartz –

I concur with Region and Proj. Mgr. and recommend a time extension of 21 calendar workdays.

MC/gw
Attachment
cc Hank Rodriguez

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OCT 13 1982
CONSTRUCTION SECTION

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1-125-1987

Form E-30

OM MRE OE PPM CE
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US OCT - 7 1982 PDM
CSA Metro Region TAM
SO PA EM BUD LM

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Beaverton
October 6, 1982

SUBJECT: Denney Road - Hart Road (Beaverton)
Hall Blvd. (FAU 9091)
Washington County
Prefix No. 134-1064
Contract No. 9404

To: Marion Craft
Region Construction Engineer
Milwaukie

As per attached forms and correspondence, Gresham Paving, Inc. has requested an additional 21 calendar workdays in which to complete subject project without the assessment of liquidated damages.

This Federal Aid Project consisted of widening and improving portions of Hall Blvd., Denney and Hart Roads plus revising the traffic signals at two intersections of Hall Blvd. in Beaverton.

Other pertinent facts are as follows:

Award Date:	Nov. 2, 1981	Time Allowed:	200 Cal. Work Days
First Notification:	May 17, 1982	Second Notification:	Sept. 20, 1982
Cal. Work Days Used:	221	Penalty:	21 Days @ $150/Day = $3,150.00
Price Agreements:	0	Extra Work Orders:	1 @ $1,500.00

The contractor has listed several dates which prolonged the project, due to revisions, extra work order or to conflict in scheduling the State signal crew. I am in agreement with the dates, although not necessarily in the total number of days affected.

On August 12, the contractor asked for permission to barricade Hart Road during the paving operations and the City consented provided the detour routes were properly signed. Since the revision would eliminate flagging and the need for a pilot car, I agreed to pay for the extra signs but not on granting additional days as the revision was for the contractor's convenience.

After the paving was finished, the City asked for additional widening and paving on Hart Road but this took only one extra day, not two as claimed by the contractor.

When we started laying out the striping, the City realized that more width was needed on Hall Blvd. in order to accomodate three lanes. This revision called for 77 L.F. of pipe, additional widening on both sides of Hall Blvd. and for about 500 L.F. of extruded curb. Since we had bid prices for all the required items, I instructed the contractor to do the additional work at an extension of the contract prices and to keep track of the extra days involved as time charges would continue until completion of the project. It took several days for the contractor to order the pipe, to re-mobilize and to do the additional work. Although some electrical work was being done during this period, not all the traffic loops could be cut until all the paving was finished. The 15 days asked by the contractor for the revision should be allowed. 15

Removal of the existing striping took 3 days and since this was performed on an extra work order, the requested time should be allowed. 3

Through no fault of the contractor, the traffic signals could not be switched over until September 20 when the State Signal Crew was available to assist in the controller installation, a delay of three days. 3

Summarizing, I can justify allowing the contractor 23 extra days but since the time overran 21 days, I recommend that all liquidated charges be rescinded.

E Rodriguez

E. Rodriguez
Project Manager

ER/pl

Enclosures

cc: File

9404 CL-82-173 L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 13 1982
NORMA PAULUS
SECRETARY OF STATE

September 10, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9404

W. R. Grasle Co.
P. O. Box 4123
Portland, OR 97208

Attention: James B. Taylor
Secretary/Treasurer

Gentlemen:

This will acknowledge your letter of September 8, 1982, filing a claim against the following Highway Division contract:

FILED BY:	W. R. Grasle Co.
AMOUNT:	$47,300
FOR:	Labor and material
AGAINST (Prime Contractor)	Gresham Paving, Inc.
CONTRACT NO.	9404
PROJECT:	Work on Denney Road-Hart Road (Beaverton) Section of Hall Boulevard in Washington County
SURETY:	Fireman's Fund Insurance Co.
AGENT:	Boyd & Co. Insurance

We will notify the prime contractor and his surety that this claim has been filed and we will file it with the Secretary of State.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

W. R. GRASLE CO.

ELECTRICAL CONTRACTORS & ENGINEERS

September 8, 1982

Mr. Robert Gormsen
Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

REFERENCE: Oregon Department of Transportation
Oregon State Highway Division
Contract No. 9404

Dear Sir:

Notice is hereby given that the undersigned W. R. Grasle Co., an Oregon Corporation has a claim for labor and material furnished to perform certain portions of the above referenced contract as per agreement dated December 7th, 1981, copy attached.

In accordance with the agreement the total sum payable to us by Gresham Paving Inc. is $67,300.00. As of August 31st, 1982 we had performed approximately 95% of the contract work. We have, as of this date, been paid $20,000.00 by Gresham Paving Inc.

It is our intention to pay Signals and Control Systems of Oregon Inc., from the balance due us by Gresham Paving Inc., the sum of $14,098.00 as evidenced by their claim filed on September 3, 1982.

We believe that Gresham Paving Inc. has furnished a performance and payment bond from Firemen's Fund Insurance Company; being bond no. SC6373768 dated November 6th, 1981.

Very truly yours,

W.R. GRASLE CO.

James B Taylor

James B. Taylor
Secretary/Treasurer

JBT/md

cc: Gresham Paving Inc.
Signals & Control Systems of Oregon
Fireman's Fund Insurance Co.

RECEIVED
SEP 9 1982
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

437 N.W. 16th AVE. • P.O. BOX 4123 • PORTLAND, OR 97208 • (503) 226-6771
ALASKA OFFICES - ANCHORAGE - FAIRBANKS - JUNEAU

W. R. GRASLE CO.
ELECTRICAL CONTRACTORS & ENGINEERS

September 8, 1982

Mr. Robert Gormsen
Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

REFERENCE: Oregon Department of Transportation
Oregon State Highway Division
Contract No. 9404

Dear Sir:

Notice is hereby given that the undersigned W. R. Grasle Co., an Oregon Corporation has a claim for labor and material furnished to perform certain portions of the above referenced contract as per agreement dated December 7th, 1981, copy attached.

In accordance with the agreement the total sum payable to us by Gresham Paving Inc. is $67,300.00. As of August 31st, 1982 we had performed approximately 95% of the contract work. We have, as of this date, been paid $20,000.00 by Gresham Paving Inc.

It is our intention to pay Signals and Control Systems of Oregon Inc., from the balance due us by Gresham Paving Inc., the sum of $14,098.00 as evidenced by their claim filed on September 3, 1982.

We believe that Gresham Paving Inc. has furnished a performance and payment bond from Firemen's Fund Insurance Company; being bond no. SC6373768 dated November 6th, 1981.

Very truly yours,

W.R. GRASLE CO.

James B Taylor

James B. Taylor
Secretary/Treasurer

JBT/md

cc: Gresham Paving Inc.
Signals & Control Systems of Oregon
Fireman's Fund Insurance Co.

RECEIVED
SEP 9 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

437 N.W. 16th AVE. • P.O. BOX 4123 • PORTLAND, OR 97208 • (503) 226-6771
ALASKA OFFICES - ANCHORAGE - FAIRBANKS - JUNEAU

Gresham Paving, Inc.
GRADING AND PAVING CONTRACTORS
PHONE [illegible]

4840 S.E. 174 TH AVE.
PORTLAND, OREGON 97236

TGI

file Z-6580
contract

RECEIVED
DEC 31 1981

W.R. GRASLE CO.

December 28, 1981

W. R. Grasle Co.
P. O. Box 4123
Portland, Oregon 97208

Re: Contracts on State of Oregon Project 9094
OSHD - Denny Rd. and Hart Rd.

Attention: C. R. Liggett ✓

Dear Mr. Liggett,

Please find enclosed copies of our subcontract agreement form on the above referred to project.

Rather than retype the contracts-I have signed and dated the changes and deletions. On page 5 under catagory "X" "Insurance" both B. and C. are necessary. I have crossed out anything refering to a bond, however, the rest of the paragraph is just stating that you have the required insurance coverages.

Please sign and return them to us this week as the State has to have their copies by next week.

Also excuse the typing of your name incorrectly. This is what our estimator gave me and I assumed it was correct.

Sincerely,

GRESHAM PAVING, INC.

CWhite

Cindi White
Corp.Secretary

CW:sp

RECEIV D
SEP 9 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SUBCONTRACT

THIS AGREEMENT, made this 7th day of December, 1981, by and between GRESHAM PAVING, INC. "Contractor", and W. R. Grasle P, "Subcontractor", 437 N. W. 16th (address), Portland (City), Oregon 97208 (State)

WITNESSETH:

WHEREAS, Contractor has entered into a contract, herein referred to as the General Contract, dated the 2nd day of November 1981,

WITH: Oregon State Highway Division FAU # 9091
Salem, Oregon
Denney Rd - Hart Rd. Contract No. 9404

which contract by this reference, together with all the contract documents, including but not limited to the Special Provisions, General Provisions, Standard Specificiations all plans and drawings, together with modifications, supplements and addenda to all the foregoing, are hereby incorporated and made a part of hereof as though set forth in full, without limitation; and

WHEREAS, Subcontractor hereby acknowledges that it is fully familiar with the terms and conditions of said General ~~Contact~~ CONTRACT, including the said specifications, plans and drawings, and has further satisfied himself as to the nature and location of the work, the general and local conditions, including but not limited to those bearing upon transportation, disposal, handling and storage of materials, availability of labor, water, electric power, uncertainties of weather or similar physical conditions at the site, the character of equipment, and facilities needed preliminary to and during the prosecution of the work, and has further satisfied himself as to the hazards likely to arise; and

WHEREAS, the parties hereto are desirous of entering into a subcontract whereby Subcontractor undertakes the performance of a part of the work to be done by Contractor under the General Contract, on the terms and conditions hereinafter stated and in strict accordance with the conditions of and subject to the same rigid and close inspection of the General Contract.

NOW, THEREFORE, in consideration of the covenants and agreements hereinafter contained and payments to be made as hereinafter provided, Contractor and Subcontractor do hereby mutually agree as follows:

1 - PERFORMANCE OF WORK

Subcontractor shall furnish all materials, supplies, and equipment, except as otherwise herein provided, and perform all labor required for the completion of said work in accordance with all the provisions of the General Contract and of the plans and specifications thereof, and to all Modifications, Change Orders or Price Agreements issued in connection therewith, all of which are by this reference made a part of this agreement. Said work shall be PERFORMED ~~peformed~~ under the general direction and supervision of Contractor and Owner's representatives and shall be subject to the same strict and rigid inspection as set forth in the General Contract.

11 - WORK AND PAYMENT

Subcontractor shall furnish and provide all necessary materials, tools, equipment and supplies necessary to perform the work and labor required under and by virtue of the principal contract in respect of the follwing described items set forth in the principal contract, and to accept as full compensation for doing all of said work and furnishing all of said materials, supplies, etc., and for all loss or damage arising out of the nature of the work aforesaid, from the action of the elements, from any unforeseen difficulties or obstructions which may arise until its acceptance by the Owner, and for all risks of every description connected with the work, payment at the following unit prices: According to our Contract with Oregon State Hwy Div.
Contract No. 9404

Bid Item	Description		Unit Price	Total Price
31	Traffic Signals Install Complete	LUMP	67,300.00	67,300.00

RECEIVED
SEP 9 1982
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

Subcontractor acknowledges familiarity with provision [illegible] the general contract relating to accident prevention and safety requirements and agrees to accomplish all work under this subcontract in accordance with pertinent safety procedures.

No payment shall be deemed to be earned until such time as the work has been fully accepted by the Owner and Subcontractor has fully complied with the terms of this agreement and has satisfied all expenses incurred in the prosection of said work for labor, materials, supplies, equipment, etc., which may become claims upon Contractor's bond, and until Subcontractor has satisfied all claims which Contractor may have against Subcontractor.

12/29/81 deletion OK Ewkile Corp. Sec.

It is specifically understood and agreed that Contractor is not an insurer or guarantor of the amount or nature of said work. The above quantities of work are approximate only, the Owner expressly reserving the right to add to or substract from the amount thereof and to make changes therein. Subcontractor shall be bound thereby to the same extent that Contractor is bound. No adjustment in prices shall be made unless Owner adjusts said price with Contractor and makes payment to Contractor. ~~Subcontractor shall not be entitled to damages for delay encountered in his work by the act of the Owner, Contractor, other Subcontractors or acts of God. Subcontractor's sole remedy and right shall be an extension of time to complete the work equal to the time delayed.~~

111 - Commencement and Completion of Work

Subcontractor does hereby agree to commence its work to comply with the contractor's schedule, and to continue diligently in the performance thereof and to fully complete all of said work to the satisfaction of Contractor and Owner on or before ________________________ and in any event within such time as shall permit Contractor to complete its work to the satisfaction of the Owner so as to avoid the imposition of liquidated damages.

1V - Basis and Scope of Payment

a. Payment will be made to Subcontractor for work actually performed and completed, as measured and certified to by Owner's engineer, which shall be accepted by Subcontractor as full compensation for furnishing all material and for doing all work contemplated and embraced in this Agreement; also for all loss and damage arising out of the nature of the work aforesaid, and for all risks of every description connected with the said work; also for all expense incurred by Subcontractor by or in consequence of the suspension or discontinuance of the work.

b. The determination of the quantities of such work performed and to be paid for made by Owner's engineers shall be binding and conclusive, and conclusively establish the amount of work done by Subcontractor. No compensation shall be paid Subcontractor for work not approved and accepted by Owner; and Subcontractor will make no claim against Contractor based on any estimates or calculations other than those made by Owner, and for which payment has been made by Owner to Contractor.

OK 12/29/81 RETENTIONS AS PER CONTRACT BETWEEN CONTRACTOR AND OWNER Ewkile Corp. Sec

c. Partial payments for work performed under this Agreement shall be made by Contractor as and when it is paid therefor by Owner, and will equal the value of the work done by Subcontractor according to the engineer's estimate, less the sum of ~~previous~~ payments and less ~~ten percent (10%) to be retained~~ until final completion and acceptance of all work under the General Contract; PROVIDED, that if Subcontractor is indebted to Contractor or anyone else for cash advances, supplies, materials, equipment, rental or other proper charges against the work, the amount of such indebtedness may be deducted from any payment or payments made under this provisions, and PROVIDED FURTHER that the fund from which such payment shall be made shall be that created by the Owner is making payment to Contractor.

d. Upon the completion of the original contract and payment therefor in full by Owner, Subcontractor will be paid the remaining amount due Subcontractor under this agreement. All prior partial payments shall be subject to correction in the final payment; PROVIDED, that if on completion of the said work by Subcontractor and prior to the completion of the original contract as a whole, Subcontractor shall demand and receive full payment for this work according to the computations of Owner's engineer, any changes thereafter made in said computations shall not inure in whole or in part to the benefit or loss of Subcontractor. Final payment as herein provided shall release Contractor from any further obligation whatsoever in respect to this agreement. Subcontractor shall, as a condition precedent to payment, and before payment of said remaining percentage to him, execute and deliver to Contractor a full and valid release and complete disc[illegible] of and from any and all claims [illegible]d demands whatsoever for all matters g[illegible]ing out of, or in any manner connected [illegible]h or founded upon, this contract of the work contemplated thereby.

6. No moneys shall be deemed as earned or owing until Subcontractor has paid all obligations incurred for labor, materials, supplies, and any other obligations incurred in the prosecution of its work which may become claims against Contractor's bond or liens against the property or improvement. Any moneys remaining unpaid, whether from monthly progress estimates or final payment, shall be considered as held by Contractor as trust funds for the benefit of any laborer, materialman or other creditor who may have such claim or lien until same is paid. Contractor reserves the right to make payment directly to such creditors of Subcontractor as may have such a claim or lien. Contractor reserves the right, prior to making any progress payment or final payment, to demand of and secure from Subcontractor a certification under oath and such other evidence Contractor may demand that all obligations incurred and which are or may become a claim on said bond or a lien on the property or improvement, have been paid.

V - Integration and Progress With Other Work:

12/29/81
OK
Owner

It is understood that the work to be performed by Subcontractor is such as will require complete integration thereof, with work to be performed either by Contractor or other Subcontractors as to time, location and schedule, and Subcontractor agrees that he will fully cooperate with Contractor and other Subcontractors and carefully fit his work to that of Contractor and other Subcontractors. Subcontractor acknowledges that ~~his work must be commenced and prosecuted prior to other work to be performed by Contractor and that~~ it is vital and necessary that he perform his work diligently and expeditiously so that Contractor will not be delayed in the performance of such additional work, and Subcontractor, therefore, binds himself accordingly to do so. Subcontractor shall continue diligently in such performance and shall fully complete all of the work described herein to the satisfaction of the Contractor and the Owner.

V1 - Housekeeping

Subcontractor shall perform its work in such manner that the premises shall be at all times clean, orderly and free from debris. Upon completion of the work hereunder, Subcontractor shall remove all plant and excess materials from the site, clean up any and all refuse and debris, and in general leave the site of the work clean, orderly and in good condition.

V11 - Claims for Extra Work

OK Per Owner
AS PER
AGREEMENT
12/29/81

Contractor will pay for extra work performed and materials furnished by the Subcontractor, but only under written authorization by the Owner's engineer, the actual cost thereof plus a percentage of said cost ~~equal to one half the percentage received by Contractor~~, as and when it is paid therefor by the Owner. Any claims of Subcontractor for extra work and/or materials not so authorized shall be deemed waived by Subcontractor unless written notice thereof is given Contractor within ten days after the date of its origin.

It is distinctly understood and agreed by Subcontractor that this agreement is made for the consideration herein named, and that Subcontractor has, by examination, satisfied himself as to the nature and location of the work, the character, quantity and kind of materials to be encountered, the character, kind and quantity of equipment needed during the prosecution of the work, the location, conditions and other matters which can in any manner affect the work under this agreement. No verbal agreement with any agent either before or after the execution of this agreement shall effect or modify any of the terms or obligations herein contained and this contract shall be conclusively considered as containing and expressing all of the terms and conditions agreed upon by the parties hereto. No changes, amendments or modifications of such terms or conditions shall be valid or of any effect unless reduced to writing and signed by the parties hereto. In no event shall Subcontractor receive additional compensation for extra work or otherwise unless Contractor has received payment of such additional compensation by Owner.

V111 - Liability of Subcontractor To Indemnify

Subcontractor shall hold and save Contractor harmless from any liability, costs, expenses and damages for damage to work, or for injury or damage to property occurring on or in connection therewith, arising out of acts or omissions connected with his performance of the contract by himself, his employees, agents or subcontractors.

1X - Warning Sig[illegible] Barricades, Etc.

Subcontractor shall provide, erect and maintain proper warning signals, signs, lights, barricades, and fences on and along the line of said work and shall take all other necessary precautions for the protection of the work and safety of the public. Subcontractor shall fully comply with all safety regulations imposed by Contractor or Owner. Failure to comply will permit Contractor to proceed in accordance with Paragraph XV hereof.

X - Insurance

a. Subcontractor agrees to obtain and continuously carry during the period this agreement remains in force, such insurance as Contractor and/or Owner considers necessary for the proper protection of the parties hereto, and in form approved by Contractor. A schedule of required coverage is attached.

b. Subcontractor shall pay all premiums and costs in connection with all bonds and/or insurance which Subcontractor shall be required to furnish or provide hereunder.

c. Contractor may, at its option, if deemed advisable, place insurance of the character and nature described above to cover the operations of Subcontractor, paying the premium for same and charging the same to Subcontractor.

d. Subcontractor further agrees that in the event any work to be performed under this agreement is further sublet, Subcontractor will be required to arrange for insurance as herein provided.

e. Subcontractor shall require all insurance companies issuing any policies of insurance to Subcontractor which Subcontractor is required to procure hereunder, to certify to Contractor in writing that such policies have been issued and are in force and will not be cancelled or annulled except upon ten days notice in writing to Contractor. ~~Subcontractor shall not cancel any policies of insurance required hereunder either before or after completion of the work, without the consent in writing of Contractor.~~

OK
C White
12/29/81

X1 - Patents

Subcontractor shall hold and save the Contractor harmless from liability of any nature or kind for or on account of the use of any patented or unpatented invention, article, appliance or process furnished or used in, or in connection with the performance of the said work.

X11 - Subletting and Assignment

The work shall be performed by the Subcontractor with the assistance of workman, under his immediate superintendence, and shall not be sublet, assigned or otherwise disposed of, either in whole or in part, except with the written consent of the contractor.

X111 - Bond

Subcontractor shall ~~pay for and~~ obtain a corporate surety bond in the full amount of this Subcontract, in such company as is acceptable to Contractor. COST OF SAID BOND TO BE BORN BY THE CONTRACTOR.

OK
C White
12/29/81

X1V - Labor Agreement

Subcontractor shall comply with all the applicable labor provisions to which Contractor is bound by its Master Agreement or otherwise, and to indemnify Contractor against all loss, cost and expenses for failure to do so.

XV - Payment for Labor and Supplies

Subcontractor shall promptly make payments to all persons supplying Subcontractor with labor, materials and supplies used or to be used in the prosecution of the work or in connection therewith. The Subcontractor will defend and hold Contractor and Owner harmless from any lien or claim arising out of non-payment by Subcontractor of obligations incurred in connection with the work covered by this Subcontract, or any of the Articles or components for Articles furnished pursuant to this agreement. Subcontractor further agrees that if any lien or liens shall be filed for work done or materials furnished by or for Subcontractor, Subcontractor shall, within five (5) days thereafter, at his own cost and expense, cause such lien or liens to be discharged; and Subcontractor's failure to do so shall be an event of default hereunder. Any payments not so made by the Subcontractor when earned or due may be made by the Contractor and the amounts thereof deducted from any moneys at any time earned or due the Subcontractor under this agreement.

XVI - Delays

Subcontractor shall comply with instructions given by Owner, including any instruction to delay or suspend the prosecution or completion of the work provided for herein, and Subcontractor shall not be entitled to any additional compensation or damages because of any such suspension or delay unless same is allowed and paid by Owner to Contractor. Time and strict performance is of the essence of this contract, and Subcontractor agrees to perform said work within the time and in the manner specified, or within such extended time as may be granted by Owner, and Subcontractor shall be liable for any damages suffered by Contractor due to failure of Subcontractor to so perform, including but not limited to any liquidated damages which may be imposed by the Owner upon Contractor.

XVII - Completion of Work by Contractor

If the subcontractor shall fail to commence the work within the specified time, or to prosecute said work continuously with sufficient workmen and equipment to insure its completion within the time herein specified for completion, or to perform said work according to the provisions of the original contract, or if for any other cause or reason whatsoever Subcontractor shall fail to carry on the said work in an acceptable manner, the Contractor may elect to give notice in writing of such default, specifying the same, and if the Subcontractor, within a period of seventy-two hours after such notice, shall not proceed in accordance therewith, than the Contractor shall Have full power and authority, without process of law and without terminating or violating this agreement, to take the prosecution of the work out of the hands of the Subcontractor and complete it with its own forces, or contract with other parties for its completion, or use such other measures as in Contractor's opinion are necessary for its completion, including the use of the equipment, plant and other property of the Subcontractor on the work. In taking over said work, Contractor may take over the plant and equipment of Subcontractor to complete the performance thereof, or may supplement Subcontractor's work forces and equipment with those of Contractor's own, and all at the expense of Subcontractor. Neither by the taking over of the work nor by its completion in accordance with the terms of this provision shall the Subcontractor or from Subcontractor's surety for failure to complete or for delay in such completion, forfeit its right to recover damages. Should the expense incurred by the Contractor in taking over and completing the work be less than the sum that would have become payable under this agreement if said work had been completed by the Subcontractor, ~~than~~ THEN the Subcontractor shall be entitled to the difference, and should such expense exceed the said sum, then the Subcontractor and Subcontractor's surety shall be liable to the Contractor for the amount of such excess. Upon the taking over of the work by the Contractor as herein provided for, no further payment will be made to the Subcontractor until the work is completed, and may moneys due or that may become due the Subcontractor under this Agreement will be withheld and may be supplied by the Contractor to payments for labor, materials, supplies and equipment used in the prosecution of the work, and/or for the payment of rental charges on equipment used therein, or to the payment of any excess cost to the Contractor of completing the said work. The election by Contractor to take over said work shall not constitute Contractor's sole remedy at law or in equity, but rather Contractor does reserve unto itself all other remedies at law or in equity upon default or breach of contract.

XVIII - Special Provisions

Subcontractor and its employees shall at all times observe and comply with all applicable laws of the United States and of any state having jurisdiction of the place where any work hereunder is being done, together with all rules and regulations of the Contractor and Owner.

Contractor is an Equal Opportunity employer, and so far as pertinent hereto, Subcontractor shall comply with all the rules and regulations of the Federal Government with respect thereto. Subcontractor shall further comply with all the rules and regulations of the Federal Government and the applicable State as it relates to hours and conditions of employment, wage rates and non-discrimination employment. Where required, Subcontractor shall execute and furnish a certificate of nondiscrimination.

XIX - Additional Provisions

Subcontractor acknowledges that the General Contract is physically attached and becomes a part of this subcontract as prescribed by the requirements of the General Contract.

XX - This agreement SHALL ~~sahll~~ bind the heirs, executors , administrators and successors of the parties hereto.

IN WITNESS WHEREOF, the parties have set their hand the day and year first above wirtten.

GRESHAM PAVING, INC

Cynthia Patterson-White
Corp Sec. Contractor

C R Liggett
Vice Pres. Subcontractor

INSURANCE SCHEDULE

Schedule attached to and made a part of subcontract dated

______________________ by and between ______________

Gresham Paving, Inc. ______________ "Contractor", and ______________

W. R. Grasle ______________ "Subcontractor".

Insurance to be provided by subcontractor at subcontractor's expense.

Personal Injury Liability: $100,000/300,000 limits

Property Damage Liability: $1,000,000.00

Workmen's Compensation: Evidence of coverage shall be supplied by the subcontractor

OREGON STATE HIGHWAY DIVISION

SUPPLEMENTAL REQUIRED CONTRACT PROVISIONS
CERTIFICATION OF NONDISCRIMINATION IN EMPLOYMENT

Pursuant to Equal Employment Opportunity Regulations of the Secretary of Labor [41 CFR 60-1.7(b)(1)], the contractor shall require all proposed subcontractors on subcontracts in excess of $10,000 to complete and sign a copy of the following certification form, and the copy of the completed form shall be submitted to the engineer for each proposed subcontract on the project.

Subcontractor's Certification of Nondiscrimination in Employment

The undersigned, as a proposed subcontractor on this project hereby certifies that he has X, has not _____, participated in a previous contract or subcontract subject to the equal opportunity clause as required by Executive Orders 10925, 11114, or 11246, and that he has X, has not _____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

W. R. Grasel Co.
(Company)

By: C R Liggett

Vice Pres.
(Title)

Date: ....

Also pursuant to the above cited regulations, the bidder on this project shall complete and sign the "Certification of Nondiscrimination in Employment" form included in the proposal form for this project. Failure to complete and sign this form may be cause for rejection of the proposal.

Note: Contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7(b)(1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U. S. Department of Labor.

Enclose in Special Provisions on all Federal Aid Projects.

May, 1969

9404
CC-82-172

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 13 1982
NORMA PAULUS
SECRETARY OF STATE

September 9, 1982

IN REPLY REFER TO FILE NO.:
CON 5
#9404

Salter, McKeehen, Gudger & Rabine
Attorneys at Law
59 East 11th Ave., Suite A
Eugene, OR 97401

Attention: Monte C. McKeehen

Gentlemen:

This will acknowledge a copy of your letter of September 3, 1982, addressed to Norma Paulus, Secretary of State, with attached Notice of Claim concerning the following Highway Division contract:

FILED BY:	Signals and Control Systems of Oregon, Inc.
AMOUNT:	$14,098.00
FOR:	Traffic signal equipment and labor
AGAINST: (Prime Contractor)	Gresham Paving, Inc.
SUBCONTRACTOR:	W. R. Grasle Co.
CONTRACT NO.	9404
PROJECT:	Work on Denney Road-Hart Road (Beaverton) Section of Hall Boulevard in Washington County
SURETY:	Fireman's Fund Insurance Company
AGENT:	Boyd & Co. Insurance

We note that you have filed this claim directly with the surety, prime contractor and Secretary of State.

Please advise this office when your client's claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

IIED 0
JS

js

cc: Gresham Paving, Inc.
4540 S.E. 174th
Portland, OR 97236

Fireman's Fund Insurance Company
P. O. Box 3825
Portland, OR 97208

bc: ✓ Secretary of State - Please advise us of your filing number and date on the enclosed copy of this letter. The attorney has filed the attached claim directly with you.

Law Offices
SALTER, McKEEHEN, GUDGER & RABINE
a professional corporation
59 East 11th Avenue, Suite A
Eugene, Oregon 97401

Charles M. Gudger III
Monte C. McKeehen
Robert A. Rabine*
James R. B. Salter*
Carleton H.A. Taber**
Kevin Patrick Dolan*
Lewis Lynn Ellsworth**
J. B. Ransom*
Robert Owen Middleton*

*Member Washington Bar only
**Member Washington and California Bars
All others Oregon Bar only

Eugene Office:
Telex 152556 SEATAC
Telephone (503) 686-2244

Seattle Office:
3300 Westin Building
Seattle, Washington 98121
(206) 624-3216

Please reply to Eugene office

September 3, 1982
Certified Mail RRR

Ms. Norma Paulus
Secretary of State
State of Oregon
Salem, OR 97320

Re: Claim on Performance Bond
Job No. 9404

Dear Ms. Paulus:

Enclosed for filing is Claim on Performance Bond on job 9404.

Thank you for your assistance.

Very truly yours,

SALTER, McKEEHEN, GUDGER & RABINE

Monte C. McKeehen

MCM:db
Enclosure

cc: ✓Department of Transportation
Gresham Paving, Inc.
Firemen's Fund Insurance Company
W. R. Grasle
Boyd & Company Insurance
Signals & Control Systems of Oregon

RECEIVED
SEP 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM ON PERFORMANCE BOND

TO: OREGON DEPARTMENT OF TRANSPORTATION
by and through the Oregon State
Highway Division

NOTICE IS HEREBY GIVEN that the undersigned, SIGNALS & CONTROL SYSTEMS OF OREGON, INC., an Oregon corporation, has a claim for certain traffic signal equipment and related labor involved in the installation thereof, as set forth on Exhibit "A" to this claim, said exhibit being attached hereto and incorporated herein as though fully set forth, and the person by whom said equipment was furnished was Signals & Control Systems of Oregon, Inc., by and through its officers and employees, and the persons performing said labor to assist in the installation was Signals & Control Systems of Oregon, Inc., by and through its officers and employees, Gordon O. Dale; said claim being in the sum of $14,098.00 against the bond taken from Gresham Paving, Inc., 4540 S. E. 174th, Portland, Oregon 97236 and the surety thereon being Firemen's Fund Insurance Company, bond No. SC6373768 dated November 6, 1981 for the furnishing of the equipment set forth on Exhibit "A" and related labor to assist in the installation on the Denny Road to Hart Road, Beaverton secondary road system, and in reference to Oregon Highway job No. 9404.

The undersigned claimant supplied the aforementioned services to W. R. Grasle, 437 N. W. 16th Avenue, Portland, Oregon 97209 who was a subcontractor to the general contractor, Gresham Paving, Inc.

This notice is being filed with the Secretary of State's office or the Clerk or Auditor of the Oregon Department of Transportation, by and through the Oregon State Highway Division, according to and in conformance with ORS 270.528. Certified true copies are being sent to Gresham Paving, Inc. as the general contractor and W. R. Grasle as the subcontractor to whom the equipment, materials and services were rendered by claimant.

DATED this 7 day of September, 1982.

SIGNALS & CONTROL SYSTEMS
OF OREGON, INC.

By s/ Monte C. Mc Keehen
Gordon O. Dale, President by and
through Monte C. McKeehen,
Attorney under general power of
attorney

CERTIFIED TRUE COPY
By

RECEIVED
SEP 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

10018

SIGNALS & CON[illegible] SYSTEMS OF OR., INC.
1935 DAVCOR S.E.
SALEM, OREGON 97302

SOLD TO
W.R. GRASLE
437 N.W. 16TH AVE.
PORTLAND, OR. 97209

SHIP TO
W.R. GRASLE
437 N.W. 16TH AVE.
PORTLAND, OR. 97209

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B.	DATE
2-658-1	DALE		NET 30	SURFACE	PORTLAND	6-8-82

FOR ITEMS 01, 02 & 08 — 14,098.00

JOB COMPLETE

1. Master controller in a type "G" cabinet;
2. Two model 170 controllers in a 332 cabinet
8. Two illuminated signs -- left arrow only; one with spand wire mounting hardware; one with metal pole mounting hardware.

RECEIVED
SEP 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REDIFORM® 7S748
POLY PAK (50 SETS) 7P748

EXHIBIT "A"

9404

NOTICE OF CLAIM

To: Norma Paulus, Secretary of State, State of Oregon, and
Department of Transportation, State of Oregon

Notice hereby is given that the undersigned Boyd & Co. Insurance has a claim for premium for performance bond in the sum of $1,201.00 against the bond of Gresham Paving Co., 4540 S. E. 174th Street, Portland, Oregon 97236 for the work of road improvement at Denny and Hart Roads, contract number 9404, Invoice No. 65261 attached.

DATED this 30th day of June, 1982.

Boyd & Co. Insurance

by ______________

State of Oregon)
ss
County of Multnomah)

I, Ted R. Boyd, being first duly sworn, depose and say that I am the President of claimant corporation named in the foregoing notice of claim and know the contents thereof to be correct and true, as I verily believe.

____
Ted R. Boyd

SUBSCRIBED AND SWORN before me this 30th day of June, 1982.

Mildred L. Johnson
Notary Public for Oregon
My commission expires: 1/16/83

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec.
file only per
Sallis.

INVOICE NUMBER
№ 65261

PLEASE RETURN
THIS PORTION WITH
YOUR PAYMENT

PHONE [illegible]
Insurance
[illegible] S.E. WASHINGTON
PORTLAND, OREGON 972[illegible]

PERSONALIZED SERVICE

Gresham Paving Co.
4540 SE 174th
Portland, Oregon 97236

ACCTG MONTH: 11
TYPIST: mj
AGENCY NUMBER: 03-0899
PROD/BRKR CODES NO 1: 01
PROD/BRKR CODES NO 2:
CUSTOMER NO.: GRE 855
INSURED'S NAME IF DIFFERENT FROM CUSTOMER FILE:
DATE: 11/17/81

SPECIAL CODES NO 1: NO 2: NO. 3:
POLICY NUMBER: Bond SCR 637 37 68
EFFECTIVE DATE MO.-DAY-YR.: 11/6/81
RENEWAL DATE MO.-DAY-YR.: 11/6/82
INVOICE NUMBER: № 65261

COMMISSION RATES AGENCY	PRO/BKR 1	PRO/BKR 2	BUSINESS CODE	TRAN	COMPANY CODE	DESCRIPTION OF COVERAGE	PREMIUM
30			85	1	21	Performance Bond Denny Road-Hart Road, Beaverton	$1,201.00

BALANCE:

PREMIUMS ARE DUE ON
EFFECTIVE DATE OF POLICY

OCR-14/SMS 11-79 (M/F)

PRINTED IN U.S.A.

CUSTOMER FILE COPY

ORIGINATOR DETACH AND FILE FOR FOLLOW UP

RECEIVED
JUL 1 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9404

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-18-82

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S VOUCHER NO. 134-1999

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD FROM 4/16/79 TO 9/22/81

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. IX-9091(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	$32,409.11	$32,409.41	85.00%	$27,548.00	$27,548.00	$ 0.00
	24,933.07	23,802.06	85.00%	20,231.75	20,231.75	0.00
	$57,342.18	$56,211.47	85.00%	$47,779.75	$47,779.75	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS Oregon 3/18/82 V.E. Skoog, Controller

PE

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	T.V. Hwy.-S.W. Scholls Ferry Rd.(Beaverton)Section SR in Washington County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$56,211.47	
	Total Participating Preliminary Engineering				$56,211.47	
	Nonparticipating Project Cost					
	P.E. (State)	All Required			1,130.71	
	Total Project Cost				$57,342.18	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/25/82.					
	AMOUNT CARRIED FORWARD					

```
                                                                      298. 13               321. 0
   134   1971      901      00 N 1                                                               06CR
   134   1971      905      00 P 1                                                          227. 52
   134   1971      910      00 P 1                                                          148. 15
   134   1971      911      00 P 1                                                          200. 03
   134   1971      914      00 P 1                                                           71. 92
   134   1971      920      00 P 1                                                            3. 40
   134   1971      922      00 P 1                                    173. 27            5,472. 82
                   TOT      P1                                        298. 13              321. 09
                   TOT      N1                                        471. 40  **        5,793. 91  **
               ** JOB TOTALS **                         **

                                                                                                 STATE
TV HWY-SW SCHOLLS FERRY RD    CONT NO     * FA PROJ NOS X1  091004 100 X10 091004
                                                                                        3,000. 00
                  134   1999      295      00 N 9  Tr. City                         50,779. 75CR
                  134   1999      296      00 N 9  "  St.           26,529. 75CR     47,779. 75
                  134   1999      298      00 N 9  "  Fed           26,529. 75


                                                                           JUNE 1982        PAGE  605
TOTAL TO DATE JOB COST SUMMARY
                                                                             FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                  134   1999    901      00 P 1 Proj. Mgr.   31,897. 05CR      1,232. 66
                                  134   1999    901      00 P 2 "    "       32,409. 41       32,409. 41
                                  134   1999    901      00 N 1 "    "  83. 45CR               1,117. 74
                                  134   1999    902      00 P 1 Citiz. Involve.     100. 00     200. 00
                                  134   1999    905      00 P 1 Final Des.       3,785. 86      5,762. 35
                                  134   1999    910      00 P 1 Reg. Geol.                      2,035. 89
                                  134   1999    910      00 N 1 "    "                             12. 97
                                  134   1999    911      00 P 1 Traffic Sec     7,997. 43       8,790. 24
                                  134   1999    913      00 P 1 R/W Liais                       1,112. 03
                                  134   1999    914      00 P 1 Reg. Jt. Liais.    103. 79        141. 37
                                  134   1999    916      00 P 1 Photog.                             5. 40
                                  134   1999    920      00 P 1 Prog. Sec.         159. 82        173. 22
                                  134   1999    921      00 P 1 Specs.          3,271. 48       3,271. 48
                                  134   1999    923      00 P 1 Env. Sec.          889. 54      1,077. 42
                                                TOT      P1                    15,589. 13CR    23,802. 06
                                                TOT      P2                    32,409. 41      32,409. 41
                                                TOT      N1            83. 45CR                 1,130. 71
                                             ** JOB TOTALS **          83. 45CR**  16,820. 28  **   57,342. 18  **

                                                                                                 STATE
MP 8-SALEM/DAYTON HWY          CONT NO 0000    FA PROJ NOS RS   125001 100
                                                                              4,707. 10CR     17,148. 10CR
                                  136   1977    296      00 N 9                4,707. 10      17,148. 10
                                  136   1977    298      00 N 9       24. 39CR  1,075. 03     10,908. 78
                                  136   1977    901      00 P 1                                1,576. 40CR
                                  136   1977    901      02 P 1                  162. 46         162. 46
                                  136   1977    905      00 P 1        6. 35CR                 8,684. 79
                                  136   1977    910      00 P 1       38. 94CR  2,035. 61        366. 62
                                  136   1977    911      00 P 1                                  144. 81
                                  136   1977    914      00 P 1          . 14      144. 81        38 14
                                  136   1977    918      00 P 1
```

801

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

06/30/82

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
2* U -0079-002 APPR-032	76,564.49	100,372.96	100,372.96	76.28	76,564.49	76,564.49		
134-1966 PREFIX TOTALS	177,796.46	218,820.23	218,358.94		177,796.46	177,796.46		
134-1971 1* MG -9091-002 APPR-437	5,472.82	5,793.91	5,472.82	100.00	5,472.82	5,472.82		
134-1999 1* XI -9091-004 APPR-823	20,231.75	24,932.77	23,802.06	85.00	20,231.75	20,231.75		
2 X10 -9091-004 APPR-772	27,548.00	32,409.41	32,409.41	85.00	27,548.00	27,548.00		
134-1999 PREFIX TOTALS	47,779.75	57,342.18	56,211.47		47,779.75	47,779.75		71.25CR
136-1977 1 RS -0125-001 APPR-075	46,540.00	19,372.49	19,372.49	88.15	17,076.85	17,148.10		
201-1949 1* PMS -000S-074 APPR-140	74.39	74.39	74.39	100.00	74.39	74.39		
201-1956 1 SOS -0100-002 APPR-680	10,290.00	11,482.00	11,477.70	85.77	9,844.42	9,844.42		
202-1948 1 RRO -000S-023 APPR-685	4,432.00	8,968.56	8,968.56	90.00	8,071.70	4,432.00	3,639.70 B	
202-1953 1* SOS -0200-001 APPR-680	3,068.38	3,479.68	3,479.68	88.18	3,068.38	3,068.38		
203-1901 1 XI -9665-004 APPR-823	18,774.24	25,221.17	25,206.63	85.00	21,425.64	18,774.24	2,651.40 B	
203-1903 1* XI -9698-001 APPR-823	6,379.91	7,505.78	7,505.78	85.00	6,379.91	6,379.91		
203-1906 1 M -9702-002 APPR-436	30,000.00	43,577.63	43,114.13	85.80	36,991.92	30,000.00	6,991.92 B	
203-1907 1* HHSO-000S-031 APPR-145	54.77	60.86	60.86	90.00	54.77	54.77		
203-1908 1 XI -9674-003 APPR-823	4,000.00	5,029.84	5,029.84	85.00	4,275.36	4,000.00	275.36 B	
203-1909 1 XI -9721-001 APPR-823	5,600.00	7,473.35	7,345.24	85.00	6,243.45	5,600.00	643.45 B	
2 X10 -9721-001 APPR-772	6,800.00	8,000.00	8,000.00	85.00	6,800.00	6,800.00		
203-1909 PREFIX TOTALS	12,400.00	15,473.35	15,345.24		13,043.45	12,400.00	643.45	
203-1910 1* XI -9665-005 APPR-823	21,653.0	25,474.17	25,474.17	85.00	21,653.04	21,653.04		
203-1911 1 XI -9665-006 APPR-823	5,000.00	3,340.39	3,340.39	85.00	2,839.33	2,839.33		
2 X10 -9665-006 APPR-772	2,760.00	3,247.06	3,247.06	85.00	2,760.00	2,760.00		
203-1911 PREFIX TOTALS	7,760.00	6,587.45	6,587.45		5,599.33	5,599.33		
203-1912 1 XI -9659-002 APPR-823	4,250.00	3,236.00	3,189.58	85.00	2,711.14	2,711.14		
203-1913 1* XI -9702-003 APPR-823	4,364.78	5,382.11	5,135.04	85.00	4,364.78	4,364.78		
2* X10 -9702-003 APPR-772	5,185.00	6,100.00	6,100.00	86.00	5,185.00	5,185.00		
203-1913 PREFIX TOTALS	9,549.78	11,482.11	11,235.04		9,549.78	9,549.78		

9404 2-4-82 L.

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9091(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90150

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/15/81

8. FEDERAL ROUTE NUMBER FAU 9091

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Allen Blvd. - (Denny Road - Hart Road Section) S. W. Scholls Blvd. Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 1/26/82 this will confirm the advance approval date of 12/15/81 to proceed with the actual adjustments for the City of Beaverton's relocation of water facilities on an actual cost basis estimated to be $1,812.28 Federal Funds $1,540.50.

I approve the Agreement with the City of Beaverton.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
FEB 5 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File

14. DATE 2/4/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9404

L

NOTED
E. S. HUNTER

ROW 18-4

January 26, 1982

RECEIVED
TECHNICAL SERVICES

JAN 27 '82

REFER TO

FOR

Info	Inves	R/D	O/M	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Thomas P. Lowe
Area Engineer

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Facilities Relocation
City of Beaverton
Denny Rd.-Hart Rd. (Beaverton) Section
FAU 9091 (Hall Blvd.)
Washington County
Project No. IX-9091(10)

Here is a copy of an estimate of cost to adjust the City of Beaverton's water facilities dated April 15, 1981.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City is, by agreement, responsible for the relocation of conflicting utility facilities, therefore, no letter was required. The relocation agreement will, therefore, consist of the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 15, 1981 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,812.28.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes

9404

STATE COPY

2.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-134	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12/2/81	State Oregon County Washington Project No. IX-9091(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Denny Rd.-Hart Rd. (Beaverton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-23-81	0.00

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 204,000.00	FEDERAL FUNDS $ 173,395.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 2 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible] Gen. File

Oregon State Highway Division
Salem, Oregon November 27, 1981

Federal Aid Project
No. IX-9091(10)

Denny Rd.-Hart Rd. (Beaverton) Section
FAU 9091 (Hall Blvd.)
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 133+00 to Sta. 150+30)

Mobilization	(85 %)	All Required	$ 1,615.00
Temporary Protection and Direction of Traffic	(78 %)	All Required	1,326.00
Temporary Signs	131 Sq. Ft.	8.70	1,139.70
Temporary Barricades	4 Each	125.00	500.00
Flagmen	350 Hr.	22.00	7,700.00
Pilot Car	120 Hr.	35.00	4,200.00
Clearing and Grubbing	(78 %)	All Required	1,560.00
Removal of Structures and Obstructions	(78 %)	All Required	1,326.00
General Excavation	1,110 Cu. Yd.	5.80	6,438.00
Trench Excavation	121 Cu. Yd.	7.00	847.00
Finishing Roadbed and Slopes	(78 %)	All Required	468.00
1"-0 Aggregate Base	420 Ton	8.95	3,759.00
Treated Base Mixture	1,500 Ton	11.60	17,400.00
Cement in Treated Base Mixture	85 Ton	78.00	6,630.00
Class "C" Asphalt Concrete	500 Ton	32.45	16,225.00
12 inch Sewer Pipe	548 Lin. Ft.	22.00	12,056.00
Extra for Pipe Under Pavement	90 Lin. Ft.	25.00	2,250.00
Concrete Manholes	1 Each	600.00	600.00
Concrete Inlets, Type G-2	3 Each	425.00	1,275.00
Extra for Asphalt Approaches	4 Each	230.00	920.00
Extra for Asphalt Walks	45 Sq. Yd.	16.70	751.50
Extra for Asphalt Gutters	400 Lin. Ft.	1.50	600.00
Drainage Curbs	1,200 Lin. Ft.	1.85	2,220.00
Adjusting Manholes	2 Each	165.00	330.00

Removal of Existing Sign Installations		All Required	1,200.00
Wood Sign Posts		All Required	800.00
Type "C" and "D" Signs in Place	79 Sq. Ft.	9.00	711.00
Type "I" and "T" Signs in Place	27 Sq. Ft.	12.00	324.00
Move and Reinstall Existing Sign		All Required	1,100.00
			$ 96,271.20

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,800.00
Roadside Seeding and Mulching	All Required	500.00
		$ 2,300.00
	SUBTOTAL	$ 98,571.20
	Engineering	13,306.80
	TOTAL	$ 111,878.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$ 69,100.00

Anticipated Items

Signal Controller Testing	All Required	$ 2,675.00
Signal Installation Turn-On	All Required	1,000.00
		$ 3,675.00
	SUBTOTAL	$ 72,775.00
	Engineering	9,824.00
	TOTAL	$ 82,599.00

Length of Project --------- 0.0 mile

Retain in Program Status
(not included in amounts below)

Water Valves & Meter Boxes (City of Beaverton)	$ 2,500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Channelization	$111,878.00	$ 95,096.00	$ 16,782.00
Traffic Signals	82,599.00	70,209.00	12,390.00
SUBTOTAL	$194,477.00	$165,305.00	$ 29,172.00
Reserve	9,523.00	8,090.00	1,433.00
TOTAL	$204,000.00	$173,395.00	$ 30,605.00

Group 1 85%; Group 8 1%; Group 9 14%
Contract No. 9404
Prefix: 134-1999
Prefix: 134-1064

Denny Rd.-Hart Rd. (Beaverton) Section
FAU 9091 (Hall Blvd.)
Washington County

Non-participating Work (City Responsibility)

Mobilization	(15 %)	All Required	285.00
Temporary Protection and Direction of Traffic	(22 %)	All Required	374.00
Flagmen	100 Hr.	22.00	2,200.00
Pilot Car	30 Hr.	35.00	1,050.00
Clearing and Grubbing	(22 %)	All Required	440.00
Removal of Structures and Obstructions	(22 %)	All Required	374.00
General Excavation	200 Cu. Yd.	5.80	1,160.00
Trench Excavation	1 Cu. Yd.	7.00	7.00
Finishing Roadbed and Slopes	(22 %)	All Required	132.00
1"-0 Aggregate Base	240 Ton	8.95	2,148.00
Treated Base Mixture	430 Ton	11.60	4,988.00
Cement in Treated Base Mixture	25 Ton	78.00	1,950.00
Class "C" Asphalt Concrete	320 Ton	32.45	10,384.00
12-inch Sewer Pipe	10 Lin. Ft.	22.00	220.00
Extra for Asphalt Approaches	7 Each	230.00	1,610.00
Extra for Asphalt Walks	315 Sq. Yd.	16.70	5,260.50
Extra for Asphalt Gutters	630 Lin. Ft.	1.50	945.00
Adjusting Manholes	3 Each	165.00	495.00
Furnishing and Setting Mailbox Posts	11 Each	70.00	770.00
			$ 34,792.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 100.00
Roadside Seeding & Mulching	All Required	100.00
		$ 200.00
	TOTAL	$ 34,228.00

9404

11-6-81

2.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9091(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington
3. FROM Dale E. Wilken, Division Administrator
4. PROGRAM NO.
5. ITEM NO. 90150
6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-6-81
8. FEDERAL ROUTE NUMBER FAU 9091
9. STATE ROUTE NUMBER Secondary 141
10. GENERAL LOCATION: TUALATIN VALLEY HIGHWAY - SW. SCHOLLS FERRY ROAD
11. GENERAL DESCRIPTION OF WORK Program Change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of October 28, 1981, I approve the revised Preliminary Engineering Costs to a TEC of $57,410; Federal Funds $48,798.

(Increase TEC $32,410; Federal Funds $27,548 - appropriation code 772)

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO Maehling
FOR

cy 11-13

14. DATE 11-6-81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9404

November 5, 1981

Donald R. Faris
Assistant Traffic Engineer
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, Oregon 97005

ACC

Dear Mr. Faris:

We have recomputed the City's share of the Denny Road-Hart Road project, as you requested in your November 3, 1981 letter. We eliminated the bid items associated with asphalt sidewalks on Hart Road, but retained bid items 5 and 6. Financial sharing is now anticipated to be:

	IX-9091(10)	CITY
Contractor's Bid	$165,651.20	$26,590.10
Anticipated Additional Items:		
Permanent Striping	1,800.00	100.00
Roadside Seeding & Mulching	500.00	100.00
Signal Controller Testing (Engineering)	2,675.00	----
Signal Installation Turn-on	1,000.00	----
Water Valves & Meter Boxes (Beaverton)	2,500.00	----
City Furnished Software	1,000.00	----
SUBTOTAL	$175,126.20	$26,790.10
4 1/2% Contingencies	7,880.68	1,205.55
9% Engineering	15,761.36	(BY CITY)
TOTAL FOR COMPUTATION OF CITY SHARE	$198,768.24	$27,995.65
City Share: (15% of $198,768.24)+$27,995.65=	$ 57,810.89	
Less: City Early Deposit (Rec'd 10/21/81)	47,965.00	
BALANCE DUE FROM CITY	$ 9,845.00 (rounded)	

Rec'd check
11-18-81
$9845 per
Faye pitts of
Accty.

Please submit your check in the amount of $9,845 to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

By copies of this letter and your letter of November 3, I am requesting our Construction Section to arrange for a price agreement with the contractor to eliminate asphalt walks as you requested.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEH:pf
cc: Construction
Region 1

bcc w/AD # 982 REV.: Jon Rose, Metro
Vern Skoog - Please return completed AD # 982 REV.
When deposit is received.

9404

4

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 28, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Program Change
Item No. 90150
Project No. IX-9091(4)
T.V. Hwy.-S.W. Scholls Ferry Rd. (Beaverton) Sec.
Washington County

I request your approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated September 22, 1981.

Approval of this request will involve an increase of $32,410 in total cost and $27,548 in Interstate Substitution General Funds with revised financing as follows :

	TEC	FF	Appn Code	%
Present	$57,410.00	$48,798.00	-----	85%
Previous	25,000.00	21,250.00	823	85%
Difference	$32,410.00	$27,548.00	772	

Funds for this increase will be available from a release of funds on Project IX-9091(9).

CL:bkc

cc: R. Bothman
Jon Rose
Judy Smith
G. Zehner
General Files

Form 734-3122

9404

October 26, 1981

ACC

Mr. Donald R. Faris
Project Engineer
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, Oregon 97005

Dear Mr. Faris:

On October 22, 1981 we received a satisfactory bid from and awarded the contract to Gresham Paving, Inc., 4540 S.E. 174th, Portland, Oregon 97236 for the Denney Road-Hart Road Section. We anticipate the financial sharing of the construction cost to be:

	IX-9091(10)	CITY
Contractor's Bid	$165,651.20	$34,512.50
Anticipated Additional Items:		
Permanent Striping	1,800.00	100.00
Roadside Seeding & Mulching	500.00	100.00
Signal Controller Testing (Engineering)	2,675.00	--
Signal Installation Turn-on	1,000.00	--
Water Valves & Meter Boxes (Beaverton)	2,500.00	--
SUBTOTAL	$174,126.20	$34,712.50
4 1/2% Contingencies	7,835.68	1,562.06
9% Engineering	15,671.36	(BY CITY)
TOTAL FOR COMPUTATION OF CITY SHARE	$197,633.24	$36,274.56

City Furnished
Software $1,000
by CFO. Jon Rose
advised 10-29-81
G

City Share: (15% of $197,633.24) + $36,274.56 = $65,919.55
Less: City Early Deposit (Rec'd 10-21-81) 47,965.00
BALANCE DUE FROM CITY $17,955.00 (rounded)

Please submit your check for the balance of your advance deposit, $17,955, as soon as possible.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

bcc w/AD # 982: Jon Rose, Metro
Vern Skoog - Please return completed AD # 982 when advance deposit is received.

9404

October 1, 1981

ACC

Mr. Donald R. Faris
Project Engineer
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, Oregon 97005

Dear Mr. Faris:

We have advertised the Denney Road-Hart Road Section of Hall Blvd. for bid opening on October 22, 1981.

To expedite award of the contract, we propose to accept 65% of the City's share, based on our Engineer's Estimate of project costs, prior to bid opening.

Financial sharing of the estimated construction cost is as follows:

	IX-9091(10)	CITY
Estimated Construction Cost	$235,183	$38,516
Less Federal Funds	199,906	--
BALANCE	$ 35,277	$38,516

City Share: $35,277 + $38,516 = $73,793

EARLY DEPOSIT: 65% of $73,793 = $47,965

Immediately following award of the contract, we will request the remainder of the City's share.

The attached sheet defines the three options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

10-21-80
Check Rec'd
in Accting $47,965
G

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

GKI:pf
Attachment

bcc w/AD # 962: Jon Rose, Metro
Vern Skoog - Please return completed AD # 962 when advance deposit is received.

9404

9-23-81

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9091(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale W. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90150

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/23/81

8. FEDERAL ROUTE NUMBER FAU 9091

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Allen Blvd. - SW Scholls Ferry (Denny Road - Hart Road Beaverton Section)

11. GENERAL DESCRIPTION OF WORK

Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Signal Controller Testing $2,675
Signal Installation turn on $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/23/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $334,710 Federal Funds $284,500.

A signed copy of the Title Sheet is returned herewith.

(The above authorization is within the obligated amount for the subject project)

orig. [illegible]
10 8

RECEIVED
STATE HWY ENGR
OCT 8'81
REFER TO
[illegible]
FOR
Info | Inves | R/D | [illegible] | Sum | Act | [illegible]

14. DATE 9/23/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(REV. 12-79)
PREVIOUS EDITIONS MAY BE USED

9404

Section Denney Rd- Ha[illegible]Rd (Beaverton) **Programmi[illegible]Estimate $**

Highway FAU 9091 (Hall Blvd) **Project Length** 0.33 mile

County Washington 9-18-81 **Completion Time** 200 CWD

Kind of Work Grading, Paving & Traffic Signal Installation **Est. Comp. Date**

Prefix 134-1999 **Letting Date** * Oct 22, 1981 **Project No.** IX-9091(10)

ESTIMATED CONSTRUCTION AUTHORIZATION

			IX-9091(10)	City
Estimated Contract Amount			* $198,735^{00}	* 33,735^{00}
Anticipated Additional Items:	IX-9091(10)	City		
Royalty Payment				
Permit Fees				
Slide Correction				
Railroad Protective Costs				
Other Railroad Costs				
Permanent Signing	1800^{00}	100^{00}		
Permanent Pavement Striping				
Temporary Pavement Striping				
Remove Pavement Striping (Exist. & Temp.)				
Temporary Erosion Control				
State Furnished				
Roadside Seeding & Mulching	500^{00}	100^{00}	$ 8475^{00}	200^{00}
Asphalt Cement Adjustment				
On the Job Trainees				
State Responsibility for Damages				
Signal Controller Testing (Engineering)	2675^{00}			
"OPTICOM" Testing (Engineering)				
Bikeway Signs				
Signal Installation Turn on	2000^{00}			
Adjust Utilities:				
Water Values & Meter Boxes (City of Beaverton)	2500^{00}			
Subtotal			* $ 207,210^{00}	* 33,935^{00}
Contingencies (4-1/2%)			* 9,324^{45}	* 1,527^{08}
Engineering (8, [✓ 9], 10%)			* 18,648^{90}	* 3054^{15}
Subtotal			$	
Credit for			~~—~~	~~—~~
Estimated Net Authorization, Construction			* $ 235,183^{35}	* 38,516^{23}

* 273,699^{58} Total

APPROVED

Rec'd. 9-18-81 G

APPROVED

Lyle K. Watson

Acting FINAL DESIGN ENGR.

Road Design Engineer

* Rec 9-18-81

Rev. 3/81

//

EGON STATE HIGHWAY DIVISION
~~SUMMARY - BID SCHEDULE - ESTIMATE~~ Cost Estimate

Sheet 1 of 3
Date 7-22-81

tion Denney Rd. - Hart Rd. (Beaverton) County Washington
nd Of Work Grading, Paving & Traffic Signal Installation Length 0.33 mi. Name McGill

Item	Unit	IX-9091(10) Quantity	City Quantity	Unit Cost	IX-9091(10) Total	City Total
Mobilization	All	85%	15%	—	* 14,620^{00}	* 2,580^{00}
Temporary Protection and Direction of Traffic	All	78%	22%	—	3900^{00}	1100^{00}
Temporary Signs	Sq.Ft.	131	—	6^{00}	786^{00}	—
Temporary Barricades	Each	4	—	100^{00}	400^{00}	—
Flagmen	Hour	350	100	22^{50}	7,875^{00}	2,250^{00}
Pilot Car	Hour	120	30	30^{00}	3,600^{00}	900^{00}
ROADWORK						
Clearing and Grubbing	All	78%	22%	—	780^{00}	220^{00}
Removal of Structures and Obstructions	All	78%	22%	—	780^{00}	220^{00}
General Excavation	Cu.Yd.	1110	200	5^{50}	6,105^{00}	1,100^{00}
Trench Excavation	Cu.Yd.	121	1	10^{00}	1,210^{00}	10^{00}
Finishing Roadbed and Slopes	All	78%	22%	—	2,340^{00}	660^{00}
1"-0 Aggregate Base	Ton	420	240	7^{50}	3,150^{00}	1,800^{00}

REGON STATE HIGHWAY DIVISION

~~SUMMARY - BID SCHEDULE - COST ESTIMATE~~ Cost Estimate

Sheet 2 of 3

Date 7-27-81

Section Denney Rd. - Hart Rd. (Beaverton)

County Washington

Kind Of Work Grading, Paving & Traffic Signal Installation

Length 0.33 mi.

Name McGill

No	Item	Unit	IX-9091(10) Quantity	City Quantity	Unit Cost	IX-9091(10) Total	City Total
	Treated Base Mixture	Ton	1500	430	10^{50}	15750^{00}	$4,515^{00}$
	Cement in Treated Base Mixture	Ton	85	25	70^{00}	5950^{00}	$1,750^{00}$
	Class ~~E~~ "C" Asphalt Concrete ~~[illegible]~~	Ton	500	320	31^{00}	$15,500^{00}$	$9,920^{00}$
	12 inch Sewer Pipe	Lin.Ft.	548	10	20^{00}	$10,960^{00}$	200^{00}
	Extra for Pipe Under Pavement	Lin.Ft.	90	—	15^{00}	$1,350^{00}$	—
	Concrete Manholes	Each	1.	—	$1,200^{00}$	1200^{00}	—
	Concrete Inlets, Type G-2	Each	3	—	500^{00}	$1,500^{00}$	—
	Extra for Asphalt Approaches	Each	4	7	150^{00}	600^{00}	$1,050^{0}$
	Extra for Asphalt Walks	Sq.Yd.	45	315	6^{00}	270^{00}	$1,890^{0}$
	Extra for Asphalt Gutters	Lin.Ft.	400	630	4^{00}	1600^{00}	$2,520^{0}$
	Drainage Curbs	Lin.Ft.	*1200	—	2^{00}	*$3,000^{00}$	—
	Adjusting Manholes	Each	2	3	175^{00}	350^{00}	525^{00}
	Furnishing and Setting Mailbox Posts	Each	4	7	75^{00}	300^{00}	525^{00}

OREGON STATE HIGHWAY DIVISION
Cost Estimate
~~SUMMARY - BID SCHEDULE - COST ESTIMATE~~

Sheet 3 of 3
Date 7-29-81
ction Denney Rd. - Hart Rd. (Beaverton)
County Washington
ind Of Work Grading, Paving & Traffic Signal Installation
Length 0.33 mi.
Name McGill

No	Item	Unit	IX-9091(10) Quantity	City Quantity	Unit Cost	IX-9091(10) Total	City Total
	SIGNING						
	Removal of Existing Sign Installations	All	100%	–	–	200.00	–
	Wood Sign Posts	All	100%	–	–	1,760.00	–
	Type "C" and "D" Signs in Place	Sq.Ft.	79	–	10.00	790.00	–
	Type "I" and "T" Signs in Place	Sq.Ft.	27	–	14.00	378.00	–
	Move and Reinstall Existing Sign	All	100%	–	–	250.00	–
	TRAFFIC SIGNALS						
	Traffic Signal Installation, Complete	All	100%	–	–	91,481	–
						~~104,445~~	~~[illegible]~~

9404

2

September 11, 1981

City of Beaverton
City Hall
Beaverton, OR 97005

[redacted]

Attention: Gail Harrower
City Recorder

Copy
Con 21-10
Beaverton

MISC. CONTRACTS and
AGREEMENTS No. 6961

Gentlemen:

Attached for your files is a fully executed copy of a letter-form supplemental agreement including certain improvements to Hart Road on the Allen Boulevard-East City Limits Section of the Hall Boulevard project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dws

Attachment

bc: Don Harwell (agreement attached)

9404

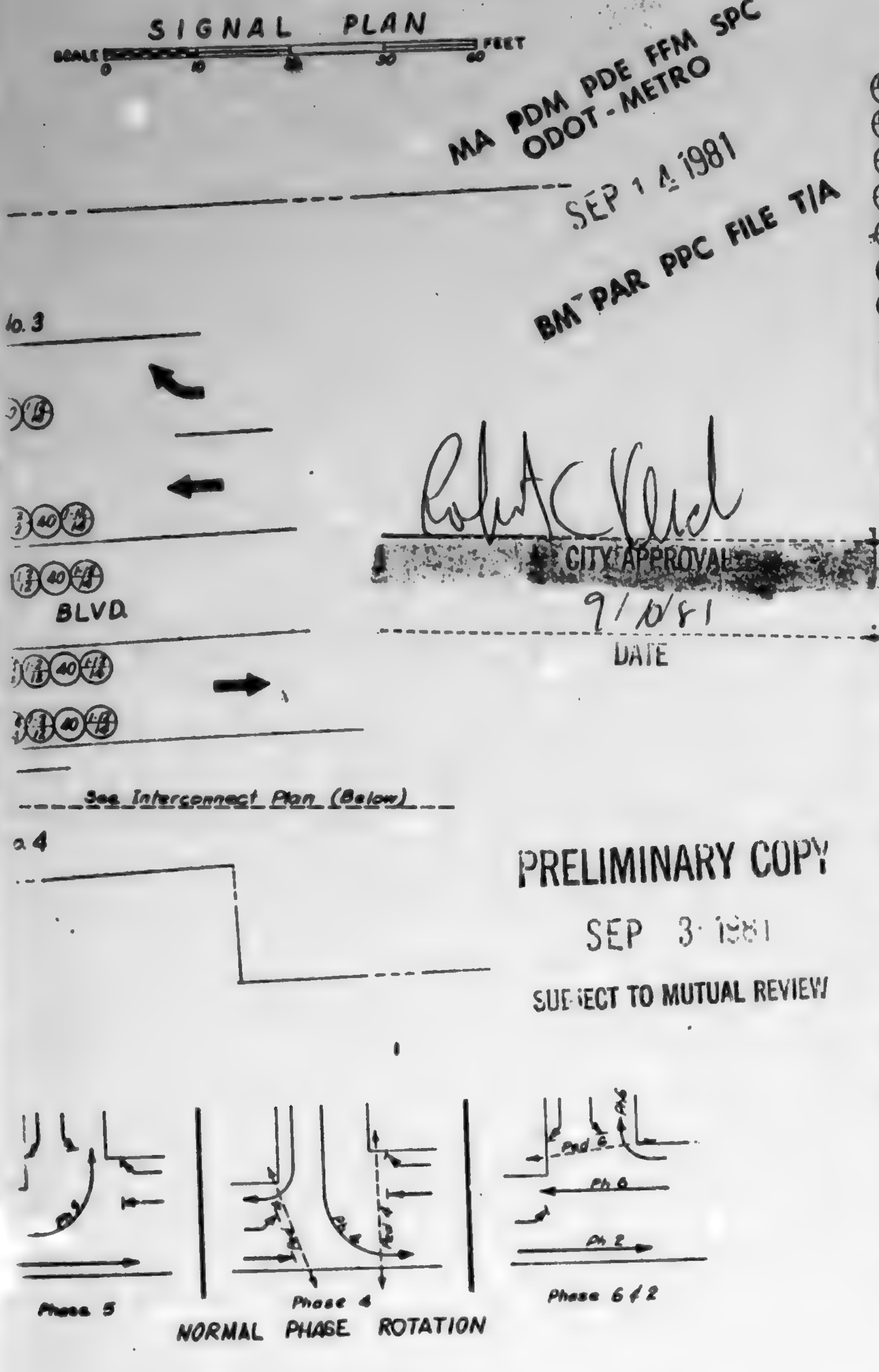
9-10-81

SIGNAL & INTERCONNECT PLANS
HALL BLVD AT DENNEY ROAD

MA PDM PDE FFM SPC
ODOT-METRO

SEP 14 1981

BM PAR PPC FILE T/A



CITY APPROVAL

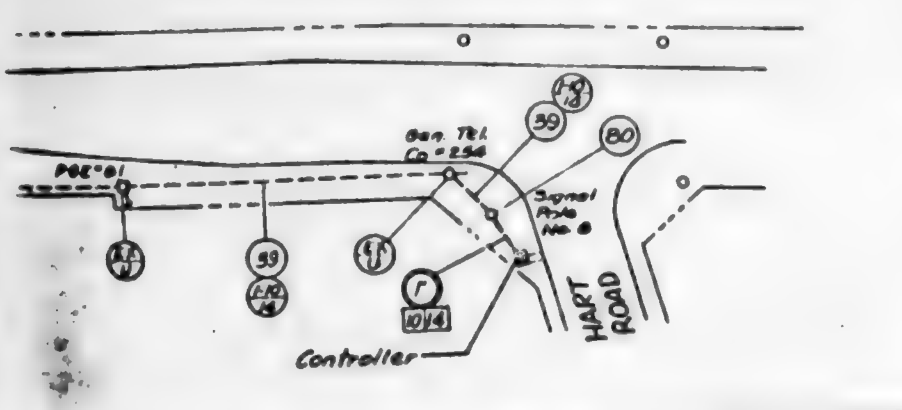
9/10/81

DATE

PRELIMINARY COPY

SEP 3 1981

SUBJECT TO MUTUAL REVIEW



L E G E N D

EX 1	Existing power pole (power source)
EX MP	Existing mast arm pole (maintain & protect)
EX V4	Existing vehicle signal, rewire to Phase 4
EX V6	Existing vehicle signal, rewire for Phase 6
EX P4	Existing pedestrian signal w/pushbutton & instruction sign, rewire for Phas
EX P6	Existing pedestrian signal w/pushbutton & instruction sign, rewire for Phas
EX U	Existing utility pole, use for interconnect circuit support
EX C	Existing 1-inch electrical conduit
C	Install Model 170 signal controller in Model 332 cabinet
WP L	Install (L)-foot treated wood pole
AN	Install back-guy and anchor
V Ph	Install Phase (Ph) vehicle signal
PV Ph	Install Phase (Ph) programmed vehicle signal
P T	Install Type (T) modified pedestrian signal (see Dwg. No. 8124)
PB Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
OS 2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
OS 5L	Install interior-illuminated left arrow "ONLY" sign
OS 5R	Install interior-illuminated right arrow "ONLY" sign
TC	Install terminal cabinet
54	Install service cabinet with 40 amp SPST circuit breaker
80	Install supervisory circuit cabinet (interconnect)
MS	Install 120-volt meter base
J	Install 17" x 10" x 12" reinforced concrete pull box with sidewalk gasketed galvanized cast iron cover
C	Install one No. 6 Type THWN wire (signal system common)
N	Install (N) No. 14 Type THWN wires
N/G	Install (N) No. (G) Type TW wires
N G	Install (N) No. (G) Type THWN wires (interconnect circuits)
XN G	Install (X) (N)-conductor No. (G) control cables
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" galvanized steel tether wire
S"	Install (S")-inch electrical conduit
CS	Install 2-inch electrical conduit stub-out (cap ends)

T- Type shown
L- Length shown
Ph- Phase shown
X- Number of cables shown
N- Number of conductors shown
G- AWG wire size shown
S- Size shown
456- 12" Red, 12" Yellow, 1
458- 12" Red, 12" Yellow, 12

APPROVED

7/1/81

DATE

DESIGNED BY LD

CHECKED BY WL

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
DENNEY RD.~HART RD. (BEAVERTON) S
FAU 9091 (HALL BLVD.)
WASHINGTON COUNTY

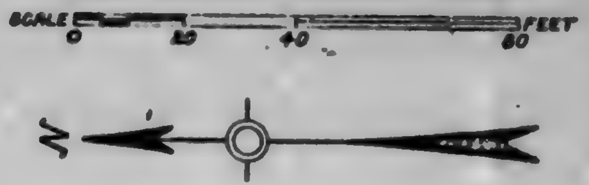
August 1981

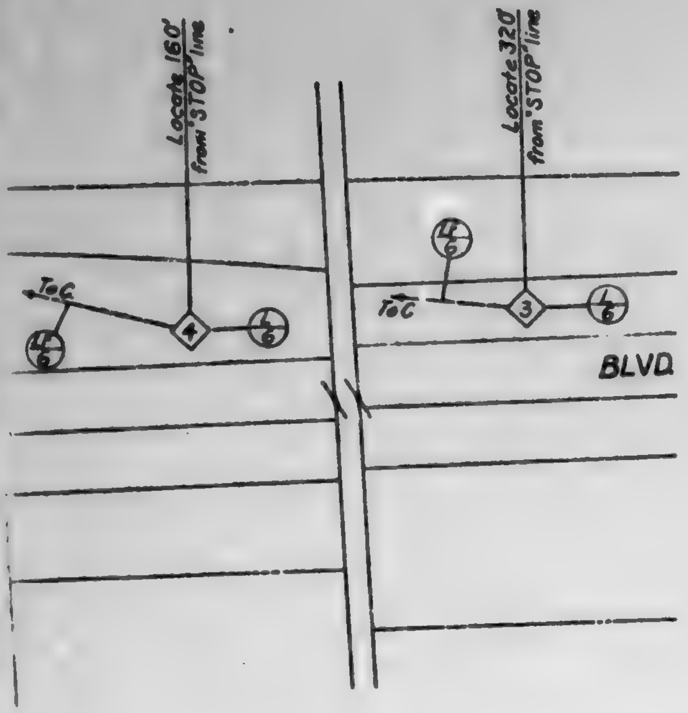
ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 8186, 8187, 1080

FILE DWG. NO. 8185

8185

DETECTOR AND REMOVAL PLANS
HALL BLVD AT DENNEY ROAD

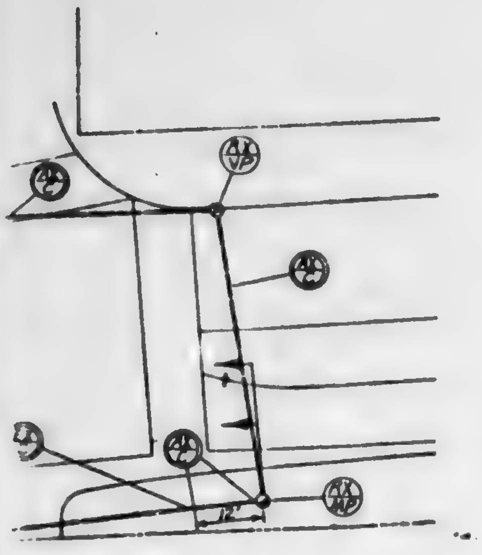




L E G E N D

EX/MP	Existing mast arm pole, maintain and protect
EX/V	Existing vehicle signal; maintain and protect, and rewire for phasing shown on Signal Plan
EX/C	Existing electrical conduit, remove existing wiring and use conduit to install new wiring as shown on Signal Plan
AB/C	Abandon existing electrical conduit, wiring
RX/MP	Remove existing mast arm pole and appurtenances
RX/VP	Remove existing vehicle signal pedestal and appurtenances
RX/V	Remove existing vehicle signal
RX/C	Remove existing signal controller and cabinet
L/Ph	Install Phase (Ph) vehicle detector loop
LF/Ph	Install Phase (Ph) loop feeder cable

Ph = Phase shown



OVAL PLAN

CITY APPROVAL

9/10/81

DATE

PRELIMINARY COPY

SEP 3 19

SUBJECT TO MUTUAL REVIEW

APPROVED

9/1/81

DATE

DESIGNED BY LD

CHECKED BY WZ

OREGON STATE HIGHWAY DIVISION

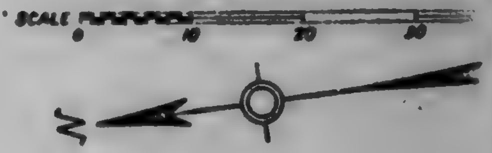
TRAFFIC ENGINEERING SECTION

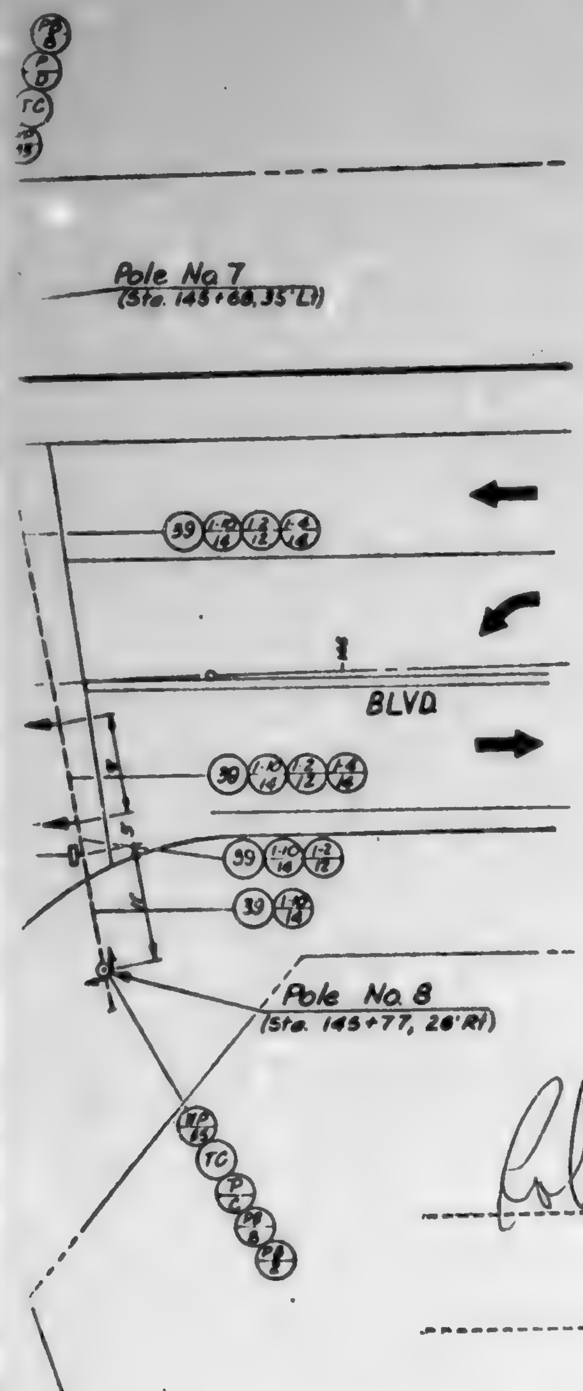
TRAFFIC SIGNAL INSTALLATION
DENNEY RD~HART RD (BEAVERTON) SEC.
FAU 9091 (HALL BLVD)
WASHINGTON COUNTY

DATE August 1981

TE DWG NO 8186

SIGNAL PLAN
HALL BLVD AT HART R





L E G E N D

EX/1	Existing power pole (power source) locate in field
C	Install Model 170 controller in Model 332 cabinet
WP/L	Install (L) foot treated wood pole with backguy
V/Ph	Install Phase (Ph) vehicle signal
PV/Ph	Install Phase (Ph) optically programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/Ph	Install Phase (Ph) pedestrian pushbutton with instruction sign
TC	Install terminal cabinet
39	Install 3/8" galvanized steel messenger cable
40	Install 1/4" glavanized steel tether wire
54	Install service cabinet with 40 amp SPST circuit breaker
MS	Install 120 VAC meter service
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
S"	Install (S") inch electrical conduit
X N/G	Install (X) - (N) wire No. (G) control cable(s)
J	Install 17" x 10" x 12" reinf. conc. pull box with sidewalk gasketed galv. cast iro
CS	Install 2" conduit stub-out (cap both ends)
OS/SL	Install interior-illuminated left arrow "ONLY" sign
OS/SR	Install interior-illuminated right arrow "ONLY" sign
C	Install one No. 8 type THWN wire (signal system common)
N	Install (N) No. 14 type THWN wires
N/G	Install (N) No. (G) type TW wires

Ph = Phase shown
S = Size shown
N = Number shown

G = AWG wire size
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

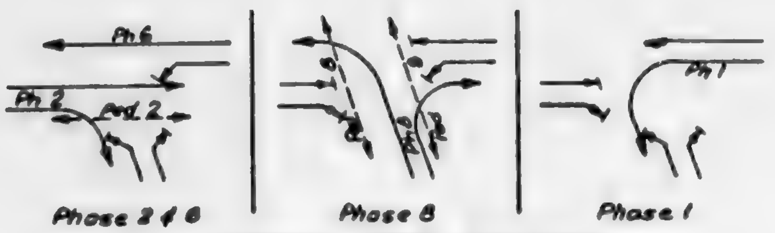
MC	*Install master controller in type "G" cabinet (see Special Provisions)*

CITY APPROVAL

9/10/81

DATE

PRELIMINARY COPY
SEP 3 1981
SUBJECT TO MUTUAL REVIEW



NORMAL PHASE ROTATION

APPROVED

TRAFFIC ENGINEER

DATE

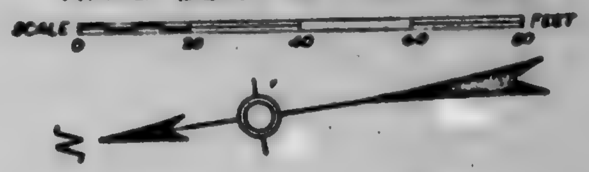
DESIGNED BY JP

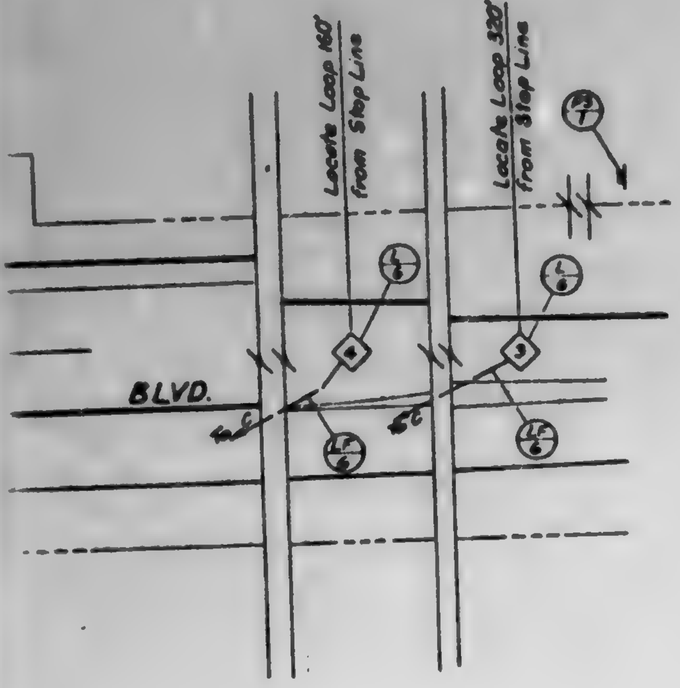
CHECKED BY JR

OREGON STATE HIGHWAY

TRAFFIC SIGNAL INSTAL
DENNEY RD.~HART RD. (BEA
FAU 9091 (HALL BL
WASHINGTON COUNTY

DETECTOR PL[illegible] & REMOVAL PLAN
HALL BLVD AT HART ROAD


SCALE
0
20
40
60
80
FEET
N


Locate Loop 160' from Stop Line
Locate Loop 320' from Stop Line
PS/1
L/6
L/6
4
3
BLVD.
C
C
LF/6
LF/6

L E G E N D

PS/1	Install post mounted "SIGNAL AHEAD" sign (W3-3-48) 500' from stop line
L/Ph	Install Phase (Ph) vehicle detector loop
LF/Ph	Install Phase (Ph) loop feeder wires
C	Signal controller
RX/WP	Remove existing wood pole and signal equipment
RX/39	Remove existing span wire and attached equipment

Ph- Phase shown

CITY APPROVAL

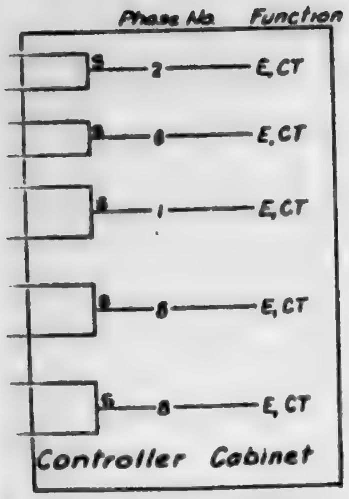
9/10/81

DATE

PRELIMINARY COPY

SEP 3 1981

SUBJECT TO MUTUAL REVIEW


Phase No.
Function
2
E,CT
6
E,CT
1
E,CT
8
E,CT
8
E,CT
Controller Cabinet

* E-Extension, CT-Count
1471 for loop detector details
all loops in travel lanes

ECTOR WIRING DIAGRAM

APPROVED TRAFFIC ENGINEER 9/1/81 DATE	OREGON STATE HIGHWAY DIVISION [illegible]
DESIGNED BY: JP CHECKED BY: WZ	TRAFFIC SIGNAL INSTALLATION DENNEY RD ~ HART RD (BEAVERTON) SEC. FAU 9091 (HALL BLVD.) WASHINGTON COUNTY
	DATE
	T.E. DWG NO. 8188

8188

9404

Section Denney Rd.-Har[illegible] (Beaverton) Program Estimate $ 273,000 B

Highway FAU 9091 (Hall Blvd.) Project Length 0.33 mile

County Washington Completion Time 90 CD signal 200 CWD All work

Kind of Work Grading, Paving & Traffic Signal Installation Est. Comp. Date 8-25-82

Prefix 134-1999 Letting Date Oct. 8, 1981 Project No. IX-9091(10)

ESTIMATED CONSTRUCTION AUTHORIZATION

	IX-9091(10)	City	IX-9091(10)	City
Estimated Contract Amount			$ 197,890.00	33,655.00
Anticipated Additional Items:				
Royalty Payment				
Permit Fees				
Slide Correction				
Railroad Protective Costs				
Other Railroad Costs				
Permanent Signing				
Permanent Pavement Striping	1800.00	100.00		
Temporary Pavement Striping				
Remove Pavement Striping (Exist. & Temp.)				
Temporary Erosion Control				
State Furnished			$ 8,475.00	200.00
Roadside Seeding & Mulching	500.00	100.00		
Asphalt Cement Adjustment				
On the Job Trainees				
State Responsibility for Damages				
Signal Controller Testing (Engineering)	2675.00			
"OPTICOM" Testing (Engineering)				
Bikeway Signs				
Signal Installation Turn-on	1,000.00			
Adjust Utilities:				
Water Valves & Meter Boxes (City of Beaverton)	2,500.00			
Subtotal			$ 206,365.00	33,855.00
Contingencies (4-1/2%)			9,286.42	1,523.48
Engineering (8, [✓ 9,] 10%)			18,572.85	3,046.95
Subtotal			$	
Credit for				
Estimated Net Authorization, Construction			$ 234,224.27	38,425.43

× 85%

F.F. 199,090

× 120%

238,910

272,649.70 Total

Rec'd 9-9-81 OK.

APPROVED

Cl. MERSHON

Rose

Road Design Engineer

Rev. 3/81

//

REGON STATE HIGHWAY DIVI ON

S ARY ~~BID SCHEDU~~ Cost Estimate TE

et 1 of 3

Date 7-22-81

ction Denney Rd. - Hart Rd. (Beaverton)

County Washington

nd Of Work Grading, Paving & Traffic Signal Installation

Length 0.33 mi

Name McGill

Item	Unit	Ix-9091(10) Quantity	City Quantity	Unit Cost	Ix-9091(10) Total	City Total
Mobilization	All	85%	15%	—	14,650^{00}	2,500^{00}
Temporary Protection and Direction of Traffic	All	78%	22%	—	3900^{00}	1100^{00}
Temporary Signs	Sq. Ft.	131	—	6^{00}	786^{00}	—
Temporary Barricades	Each	4	—	100^{00}	400^{00}	—
Flagmen	Hour	350	100	22^{50}	7,875^{00}	2,250^{00}
Pilot Car	Hour	120	30	30^{00}	3,600^{00}	900^{00}
ROADWORK						
Clearing and Grubbing	All	78%	22%	—	780^{00}	220^{00}
Removal of Structures and Obstructions	All	78%	22%	—	780^{00}	220^{00}
General Excavation	Cu. Yd.	1110	200	5^{50}	6,105^{00}	1,100^{00}
Trench Excavation	Cu. Yd.	121	1	10^{00}	1,210^{00}	10^{00}
Finishing Roadbed and Slopes	All	78%	22%	—	2,340^{00}	660^{00}
1"-0 Aggregate Base	Ton	420	240	7^{50}	3,150^{00}	1,800^{00}

REGON STATE HIGHWAY DIVI ON

Cost Estim

~~SUMMARY - BID SCHEDULE - COST ESTIMATE~~

S et 2 of 3

Date 7-27-81

Section Denney Rd. - Hart Rd. (Beaverton)

County Washington

Kind Of Work Grading, Paving & Traffic Signal Installation

Length 0.33 mi.

Name McGill

No	Item	Unit	IX-9091(10) Quantity	City Quantity	Unit Cost	IX-9071(10) Total	City Total
	Treated Base Mixture	Ton	1500	430	10^{50}	15750^{00}	$4,515^{00}$
	Cement in Treated Base Mixture	Ton	85	25	70^{00}	$5,950^{00}$	$1,750^{00}$
	Class ~~E~~ "C" Asphalt Concrete	Ton	500	320	31^{00}	$15,500^{00}$	$9,920^{00}$
	12 inch Sewer Pipe	Lin. Ft.	548	10	20^{00}	$10,960^{00}$	200^{00}
	Extra for Pipe Under Pavement	Lin. Ft.	90	—	15^{00}	$1,350^{00}$	—
	Concrete Manholes	Each	1	—	$1,200^{00}$	1200^{00}	—
	Concrete Inlets, Type G-2	Each	3	—	500^{00}	$1,500^{00}$	—
	Extra for Asphalt Approaches	Each	4	7	150^{00}	600^{00}	$1,050^{00}$
	Extra for Asphalt Walks	Sq. Yd.	45	315	6^{00}	270^{00}	$1,890^{00}$
	Extra for Asphalt Gutters	Lin. Ft.	400	630	4^{00}	$1,600^{00}$	$2,520^{00}$
	Drainage Curbs	Lin. Ft.	850	—	2^{50}	$2,125^{00}$	—
	Adjusting Manholes	Each	2	3	175^{00}	350^{00}	525^{00}
	Furnishing and Setting Mailbox Posts	Each	4	7	75^{00}	300^{00}	525^{00}

REGON STATE HIGHWAY DIVI ON

~~SUMMARY--BID SCHEDULE - COST ESTIMATE~~ Cost Estim

Sheet 3 of 3

Date 7-29-81

ction Denney Rd. - Hart Rd. (Beaverton)

County Washington

ind Of Work Grading, Paving & Traffic Signal Installation

Length 0.33 mi.

Name McGill

No	Item	Unit	IX-9091(10) Quantity	City Quantity	Unit Cost	IX-9091(10) Total	City Total
	SIGNING						
	Removal of Existing Sign Installations	All	100%	—	—	200^{00}	—
	Wood Sign Posts	All	100%	—	—	1,760^{00}	—
	Type "C" and "D" Signs in Place	Sq.Ft.	79	—	10^{00}	790^{00}	—
	Type "I" and "T" Signs in Place	Sq.Ft.	27	—	14^{00}	378^{00}	—
	Move and Reinstall Existing Sign	All	100%	—	—	250^{00}	—
	TRAFFIC SIGNALS						
	Traffic Signal Installation, Complete	All	100%	—	—	91,481	—
						183240	31,155

9404

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 26, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90150
Project No. IX-9091(10)
Allen Blvd.-SW Scholls Ferry Rd. Sec.
(Denney Rd.-Hart Rd. (Beaverton) Section)
SW Hall Blvd. FAU 9091
Washington County

Attached support data consists of PR-1 forms, project maps and traffic warrants for SW Denney Rd. and SW Hart Rd. which are the necessary documents for my request of February 18, 1981.

This request is based on the March 7, 1979 letter to you from Mr. F.B. Klaboe, Director of ODOT.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

W

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY
OREGON DEPARTMENT OF TRANSPORTATION

TITLE OF RECORD SERIES
CONSTRUCTION CONTRACTS

ARRANGEMENT OF RECORDS
CONTRACT NUMBER

INDEX
NONE

INDEXING BEGINS WITH : 9388 (1980) ENDS WITH 9404 (1980) (Cont'd. on Reel 230)

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	229	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 11th DAY OF December 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley
SIGNATURE OF CAMERA OPERATOR

731-0299 (4-90)